



# Hongkong Daily Press.

ESTABLISHED 1857.

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THE  
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No. 17086, 號六十三零千七萬一第 日九十二月十年子壬 HONGKONG, SATURDAY, DECEMBER 7th, 1912. 大拜禮 號七月二十年二十百九千一英港香 PRICE, \$3 PER MONTH.

## INTIMATIONS

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In Casks 375 lbs. net  
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**SHEWAN, TOMES & CO.**  
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Hongkong, 2nd August, 1912. [a16]

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Hongkong, 21st September, 1905. [1111]

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and ALL GUNS in Variety.  
Inspection Invited.  
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Hongkong, 26th October, 1906. [1226]

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**TIME TABLE.**  
WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
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1.15 p.m. to 1.45 p.m. Every 15 minutes.  
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8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
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12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 10 minutes.  
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SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 16th June, 1911. [1154]

**PAUL DOMMIER**  
**VINTAGE 1900.**  
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THE FINEST CHAMPAGNE OBTAINABLE IN THE COLONY.  
**AT THE PRICE:**  
PER CASE QUARTS (including duty).....\$88.00

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**TIENTSIN - PUKOW LINE.**

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From 1st December, all Trains from Tientsin will start from the Settlement  
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Through Trains are provided with Comfortable Sleeping Berths for the 1st Class  
Passengers, at a Charge of \$5.00 per Berth.  
Further particulars may be had on application to this Office.

BY ORDER.  
**HEAD OFFICE,**  
Tientsin, 25th November, 1912. [a1383]

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**SOUTH MANCHURIA RAILWAY.**  
**SHORTEST AND QUICKEST ROUTE BETWEEN**  
**THE FAR EAST AND EUROPE, VIA DAIREN.**  
**LONDON TO SHANGHAI**  
**IN 14 DAYS.**

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified  
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Monday, Wednesday, and Saturday, in conjunction with the Trans-Siberian Express Service  
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All A.B.C., Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condenser, Stone's Manganese Bronze,  
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**AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI**  
Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.  
3 Dry Docks: (No. 1 ... 510 ft. 77 ft. 26 ft.) (No. 2 ... 350 ft. 53 ft. 24 ft.) (No. 3 ... 714 ft. 88 ft. 34 ft.)  
1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.

**AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.**  
Floating Docks. No. 1. 7,000 Tons. 12,000 Tons.  
Lifting Power. 460 Feet. 580 Feet.  
Max. Length of Ship taken in. 56 " 66 "  
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Shearleg, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a219]

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The GOLD MEDAL for Quality in the  
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To His Majesty  
THE KING.  
By Royal  
Appointment.  
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LAGAVULIN DISTILLERY, ISLAY. Estab. 1742.  
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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
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**DIARIES. ANNALS FOR CHILDREN.**  
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**Steam Navigation Co.**  
**HOMEWARD PASSENGER SEASON 1913.**  
**S.S. "INDIA" (8,000 Tons).**  
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The Accommodation in this Vessel is at the  
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1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £72.12 "  
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ACTING SUPERINTENDENT. [a1034]

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**HONGKONG HOTEL**

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Large Airy Public Rooms,  
Electric Lighting, Lifts and Fans.  
Suites de Luxe  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
**A LA CARTE GRILL ROOM.**  
J. H. TAGGART, Manager. [a28]

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A FIRST CLASS HOTEL.  
Central Position for Tram and Ferry.  
Electric Lifts.  
Electric Fans.  
Hot and Cold Water.  
Latest Improvements.  
Reasonable Rates.  
Telephone No. 373.  
H. HAYNES,  
Manager  
Hongkong, 2nd August, 1912. [a157]

**GRAND HOTEL**  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.  
THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
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SUPERVISION. Sanitary Arrangements of  
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STEAMERS. Monthly Rates for Tiffin and  
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**FREDERICK REICHMANN**  
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GRAND ORIENTAL HOTEL, Colombo).  
Telephone No. 197.  
Telegraphic Address "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [a39]

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PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Nice View of the Harbour.  
Telephone No. 690.  
Apply to—  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a37]

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Telegraphic address—"VICTORIA, SHAMKIN."  
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SITUATED IN THE CENTER OF PRATA GRAND.  
Bath Hotels electrically lighted, and under  
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GUIDES AND CHAUFFEURS PROVIDED.  
Every information and Special attention given  
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REASONABLE RATES.  
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Proprietor.

**GENTLEMEN, WE HAVE**  
**SOMETHING TO SUIT**  
**YOU!**

**SILK, Silk Lisle, Lisle Socks,**  
**Various Patterns.**  
**Silk Shirts, White and Colour**  
**Striped.**  
**Silk Pyjama Suits, White and**  
**Colour Striped.**  
**Silk Scarves and Ties to match**  
**Silk Socks.**  
**Sock Suspenders.**  
**Silk Handkerchiefs.**  
**Dancing Shoes and Gloves, etc.**  
Call Early before we are sold out.  
**HOOSAIN-ALI & Co.**  
Hongkong, 1st November, 1912. [150]

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19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS  
STORE.  
Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken  
Hongkong, 31st July, 1907. [156]



## INTIMATION



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ESTABLISHED A.D. 1841.

**High-Class  
Confectionery.**

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Chocolates, Salted Almonds,  
Marzipan Almonds, Crystal-  
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Violets, Assorted Sweets,  
Paté de Guimauve, Pepper-  
mint Lumps, and Creams.

## CADBURY'S—

Chocolates in Fancy Boxes.  
Bournville Nut-Chocolate,  
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PARISIAN  
CONFECTIONERY—

Almond Pralines, Nougat Fin,  
Cerises du Lys, etc., etc., etc.

**A. S. WATSON & CO.  
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P. O. Box, 34. Telephone No. 18.

## DEATH.

On December 2nd, at the General  
Hospital, Shanghai, MARIA MADEIRA  
BAPTISTA (Dolly), aged 18 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 7TH, 1912.

THE formation in England of a British  
Engineers' Association to promote the  
interests of British engineering abroad,  
and especially in the virgin field of China,  
is the outcome of the attention which has been  
drawn in the Press—and notably in the  
technical Press—not only to the unlimited  
field which a newly-awakened China offers  
for exploitation, but to the exertions which  
are being made by foreign rivals to capture  
the market. The list of honorary mem-  
bers contains, among other names well-  
known in China, those of Mr. BYRON  
BRENNAN, C.M.G., late Consul-General in  
China; Sir CHARLES DUDGON, one of the  
Commissioners for the Revision of Com-  
mercial Treaties with China; Sir WALTER  
HILLIER, K.C.M.G., C.B., late Adviser to  
the Chinese Government; Mr. CLAUDE  
KINDER, C.M.G., the creator of the Chinese  
Railway System; and Dr. G. E. MORRISON,  
newly-appointed Adviser to the Chinese  
Government. From Reuter's telegraphic  
digest of the speeches delivered at the  
inaugural banquet of the Association held  
in London a few days ago, it is to be  
gathered that the objects in view are co-  
operation in order to meet foreign competi-  
tion; to secure the predominance of

British technical instructors in Asiatic  
Schools; and to encourage Technical col-  
leges and schools in Great Britain to give  
special facilities to Oriental students. From  
such an Association as this the Dean of the  
Engineering Faculty of the Hongkong  
University ought to be able to expect mat-  
terial help in his effort to enlist the sym-  
pathetic interest of the British Engineering  
Firms in his appeal for apparatus for the  
proper equipment of the University labora-  
tories. The assertion that the demand in  
China for machinery and engineering re-  
quisites in the immediate future will be  
enormous when compared with what it has  
been hitherto does not need to be laboured,  
but we are not surprised that the British  
engineers should have at last become  
concerned over the inroads that their foreign  
rivals are making in a market where for  
many years the British Engineering trade  
enjoyed practically a monopoly. Each year  
the Statistical Department of the Chinese  
Customs publishes an analysis of the  
foreign trade of China, and a glance at the  
analysis of the machinery imports will  
afford the firms interested much food for  
reflection. We note, for instance, that in  
1911 China imported machinery for the  
textile industry to the value of Taels  
323,522; in 1908, the value of this import  
was Tls. 2,482; in 1909 it was Tls. 25,376;  
and in 1910 Tls. 17,408. These figures in-  
dicate that the import of textile machinery  
is a new development, and the analysis  
shows that British suppliers have little  
cause to complain of their share, which  
amounted to over two-thirds of the total.  
Of machinery for brewing, distilling, sugar  
manufacture, etc., valued at Tls. 44,884, the  
British share was not a fourth of the total;  
while under the heading of "Machinery,  
other kinds and parts of Machinery,"  
whereas in 1908, out of a net import valued  
at Tls. 7,524,202, just one-half came from  
Great Britain; in 1910, when the total  
import exceeded ten millions, Great Britain's  
share was about one-third; and in 1911,  
when the import fell to 5½ millions, Great  
Britain's share still bore about the same  
proportion. In Electrical materials and  
fittings, Great Britain's share has fallen  
from a good third in 1908 to a fifth in 1911.  
It is signs and portents like these that are  
giving concern to the engineering world at  
Home. In the *Electrical Review* for  
November, for example, there is a lead-  
ing article headed "China Calls to the  
British Manufacturer," in which atten-  
tion is very forcefully directed to two  
further articles in the same issue of  
the *Review*—one by Professor C. A. M.  
SMITH, of the Hongkong University, the  
other by Mr. E. T. WILLIAMS, Chief Electrical  
Engineer of the Naval Yard in Hongkong.  
Professor SMITH's article makes an urgent  
appeal to British Engineering Firms to  
equip the University laboratories for ex-  
perimental work in heat engines, electrical  
machinery, hydraulics, strength of materials,  
etc. "Up and down the China coast," he  
writes, "the traders of other nations are  
preaching the decadence of British Engineer-  
ing enterprise. They will point to the  
Hongkong University with delight to support  
their arguments if British firms remain  
inert." Mr. WILLIAMS in his article dwells  
upon the vast field which is opening out  
in China for Engineering enterprise, and asks:  
"Is British Engineering going to rise  
to the occasion?" He goes further and  
suggests methods of dealing with the  
problem. Taking the view that the prospect  
is "far too large to be dealt with  
extensively by individual firms," Mr.  
WILLIAMS suggests that the problem  
should be dealt with either by (1)  
the formation of a company, not necessarily  
with large capital, but with powerful finan-  
cial backing, to seek out and obtain con-  
cessions and float these on the market; or  
(2) by the amalgamation of several large  
firms—so far as their interests in China are  
concerned—who would obtain the conces-  
sions direct from the Chinese Government  
or indirectly from the holders and develop  
them into working concerns. Amalgama-  
tion appears to Mr. WILLIAMS as desirable  
because success on any large scale will  
involve considerable initial expense, and he  
hints also at the expediency of the combine  
partly financing schemes. Some form  
of combination would seem to be contem-  
plated by the speech of Sir DOUGLAS  
VICKERS at the inaugural banquet of the  
British Engineers' Association, when he said  
that they aimed at the "elimination of  
unnecessary competition." The only way of  
doing this seems to point to some such  
scheme of amalgamation as Mr. WILLIAMS  
suggests. Whether it is a feasible idea can  
best be decided by the Engineering firms  
themselves. What is of immediate interest  
to the layman is the fact that the Engineer-  
ing interests are showing that they are alive  
to the future possibilities of trade in China,  
and are exerting themselves to secure  
their full share in the market. At the  
same time, they must expect to see increased  
activity on their part emulated by their  
rivals.

The Hon. Mr. E. A. Hewett, C.M.G.,  
is returning to Hongkong by the next  
P. & O. mail steamer.

The typhoon N.E. of Luzon was re-  
ported by the Manila Observatory yester-  
day morning to be filling up.

A book by Dr. G. Montagu Harston  
on "The Care of European Children in  
the Tropics" has just been published.

The decomposed body of a child was  
found in Yaumati on Thursday, death  
having apparently been due to smallpox.

Messrs. Hughes & Hough are selling  
by auction this afternoon a consignment  
of old Chinese porcelains, bronzes,  
pictures, &c.

On Thursday L.S. Bond and Constable  
Moody returned from leave. Yesterday  
Sergeant Cooper was sworn in for a further  
term of five years.

Another large hotel for Peking is  
projected. Several well-known members of  
the Peking foreign community are  
interested in the scheme.

A Chinaman was removed to hospital  
on Thursday suffering from injuries  
caused by having been accidentally  
knocked down by a sling of rice which  
was being raised from the hold of a  
steamer.

A woman belonging to the unfortunate  
class at Shektsui was removed to hos-  
pital on Thursday suffering from the  
effects of immersion in the sea. She had  
attempted to commit suicide by jumping  
into the harbour.

Another big capture of cocaine has  
been effected by the Revenue authorities,  
no fewer than 500 ounces being confiscated  
at Messrs. Holt's godowns. Up to the  
present no one has been apprehended on  
the charge of importing the drug.

Rear-Admiral Chagin, commander of  
the Tsar's yacht *Standart*, who com-  
mitted suicide, left a will showing that  
from his estate of £30,000 he left a sub-  
stantial sum to a Japanese lady and her  
daughter, and also £5,000 to a Russian  
girl student.

To-morrow, the s.s. *Heungshan* will  
leave Hongkong for Macao at 9 a.m.,  
returning at 6 p.m. There will be an  
exhibition of flying given at Macao by  
M. Kouzminsky, the celebrated Russian  
aviator, at 3 p.m., and at 4 p.m. there  
will be a procession of the Immaculate  
Conception.

The public booking for "An Ideal  
Husband" opens this morning at Messrs.  
Moutrie's. Although the demand for  
advance tickets has been exceptionally  
heavy during the week the number issued  
was strictly limited, so good seats are still  
available for those who book early this  
morning.

Another well-known Shanghai mariner  
has passed away after a brief illness at  
the General Hospital—Captain H. F.  
McElligott, a well-known Yangtze pilot.  
The deceased, who was formerly in the  
coast trade, had only just returned from  
a trip home to Ireland. He caught a  
severe cold which developed into pneu-  
monia and resulted in his death.

A Peking contemporary learns that the  
Empress Dowager of the defunct Tsing  
Dynasty intends to contribute towards  
the war with Mongolia "an enormous  
sum" to meet necessary expenditure.  
The curious and precious stones lying in  
Yi Ho Yuan will be sold and the sum  
thus obtained will be handed over as a  
contribution towards the expedition.

The police have succeeded in recovering  
part of the property stolen from Stone-  
henge, 5, Robinson Road, the residence of  
Mr. T. Kusamoto, manager of the  
Nippon Yusen Kaisha, in October last.  
Jewellery to the value of \$1,350 was  
stolen; and of this goods to the value of  
\$1,100 have been found in a dealer's shop  
in Queen's Road Central, which had  
bought the articles in good faith. One  
of the thieves was the cook employed  
at the house. He is now undergoing six  
months' imprisonment.

The many captures of lottery tickets  
being brought into the Colony apparently  
led some of these interested to devise ways  
of circumventing this search and capture.  
They installed their own printing press  
in the Colony with which to print lottery  
tickets and send them from here to the  
country—and to Macao. Sergeant Grant  
on Thursday effected the arrest of two  
men charged with printing "popu"  
lottery tickets and also with being in  
possession of the same. The arrest was  
made at 18, Wing Lee Street, and a  
large quantity of type was also seized.

## THE PLEASURES OF PRISON.

Bilibid Prison, near Manila, was the  
scene on Thanksgiving Day of the produc-  
tion of a play, written, staged and acted  
by prisoners in a theatre built by  
prisoners and to an audience composed of  
prisoners.

## THE PEAK BURGLAR.

AGAIN ATTEMPTS TO BREAK PRISON.

Notwithstanding the special watch kept  
over him, Wong Cheuk, alias Tsai Tin,  
who is known to fame as "the Peak  
Burglar," again attempted to escape  
from Victoria Gaol on Tuesday last.

The prisoner, who has twice before  
reached freedom over the gaol wall, and  
who was recently extradited from Macao,  
was at the November Criminal Sessions  
sentenced to twelve years' imprisonment  
on two charges of housebreaking and  
larceny.

Not appreciating his prison life, he  
again renewed his Jack Shephard pro-  
clivities, as previously stated, on Tuesday  
night, when, we understand, he broke the  
handle off his tea tin, and set to work  
to cut through one of the panels of his  
cell door. But his daring and ingenuity  
now appear to be thoroughly appreciated  
by the gaol staff, and Wong is not likely  
to get any more opportunities such as  
he has had in the past.

On this occasion he was caught in the  
act by the Principal Warden on night  
duty, and promptly removed to another  
cell, from which escape may be regarded  
as hopeless.

## VICENTE SOTTO DISCHARGED.

Yesterday Vicente Sotto, the editor of  
the *Philippine Republic*, surrendered to  
his bail at the Magistracy in connection  
with the charge of abduction preferred  
against him by the Manila Authorities,  
who asked for his extradition. Mr. G.  
K. H. Brutton represented the defendant,  
but Mr. P. M. Hodgson, the Assistant  
Crown Solicitor, did not appear.

Mr. Hazeland stated that he had  
received an order from His Excellency  
the Governor that the warrant should be  
cancelled. He proposed to endorse the  
warrant to the effect that it was cancelled  
and ordered the discharge of the de-  
fendant.

## AMERICAN MINISTER ON TOUR.

The American Minister to Peking, the  
Hon. W. J. Calhoun, is expected to  
reach Hongkong to-day on the U.S.  
flagship *Santoga*. His Excellency  
travelled from Peking by train, and came  
on to Nanking by the U.S. *Helena*, and  
thence to Shanghai by the U.S.S.  
*Rainbow*. Mrs. Calhoun is travelling  
with His Excellency. They are coming  
South to visit Canton.

Mr. Calhoun was born at Pittsburg in  
1848, and after his education at Union  
Sem., Poland, Ohio, he studied for the  
Bar and was admitted in 1875. He  
came out to China in December, 1909.

## FLYING EXHIBITION AT MACAO.

The famous Russian aviator, A. A.  
Kouzminsky, who is a nephew of the late  
Count Tolstoi, is advertised (on page 4)  
to make a flight at Macao on  
Sunday afternoon in a Blériot mono-  
plane. No doubt many people will take  
advantage of the excursion facilities  
offered on Sunday to journey to Macao  
to witness the flight, which is expected  
to be made about three o'clock from the  
vicinity of the Barrier. M. Kouzminsky  
has given aviation exhibitions at Mukden,  
Peking, Tientsin, and other cities in  
North China.

## CHURCH NOTES.

The Bishop of Victoria is spending the  
week end at Canton. His engagements  
include the dedication of the chapel of  
the New Diocesan Training College, of  
which the Rev. G. A. Bunbury is the  
principal, and to preach for the Bible  
Society at the Shamen Church.

The Methodist Church of Canada is  
co-operating with certain religious bodies  
in Great Britain and the United States  
for the erection of a university in  
Western China, to cost £100,000. The  
organisation which has the project in  
hand is known as the West China  
Educational Union. Dr. R. H. Smith,  
of Edmonton, has given £5,000 to the  
fund.

To-morrow and on Monday, the annual  
Missionary services will be held at the  
Wesleyan Methodist Church, Wanchai.  
The Rev. E. Dewstoe will preach on  
Sunday, in the morning at 10.15, and in  
the evening at 6 o'clock. On Monday,  
at 7.30, the annual meeting will be held,  
at which Mr. Dewstoe will speak, and  
over which Col. C. W. R. St. John will  
preside. An invitation to all interested  
in Missionary work is given.

Bishop Taylor Smith, C.V.O., D.D.,  
Chaplain-General to the British Forces,  
who recently passed through Hongkong  
on his way to North China, will be re-  
visiting Hongkong on his way home—  
staying one night only—on Friday, the  
20th inst., when he will deliver an address  
to men only at St. John's Cathedral, at  
9.15 p.m., on "How to make the most  
of Life." The Bishop is an eloquent  
and forceful preacher.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CANADA AND THE DEFENCE OF  
THE EMPIRE.

PROPOSED GIFT OF THREE DREADNOUGHTS.

LONDON, December 6th.

The Hon. R. L. Borden, the Premier, has  
introduced in the Canadian House of  
Commons a Bill for increasing the effec-  
tive naval forces of the Empire. He  
proposed that Canada should give  
£7,000,000 to the King for three Dread-  
noughts to be built in Great Britain and  
to be placed at the disposal of the  
Admiralty for the common defence of the  
Empire. He emphasised that the great out-  
standing fact of the present naval posi-  
tion was that twelve years ago the British  
navy flag was predominant on every ocean  
in the world, but was to-day predominant  
nowhere except on the North Sea. He  
considered the situation sufficiently grave  
for Canada to give to the Mother  
Country immediate aid. He read a long  
memorandum from Mr. Churchill stating  
with careful comparisons the relative  
naval strength of Britain and Germany,  
and also that of the other Powers. Great  
Britain at present possesses eighteen  
Dreadnought battleship cruisers against  
nineteen of the other Powers, while in  
1915 the figures would be thirty-five and  
fifty-one. Mr. Churchill added that any  
action on the part of Canada to increase  
the power and mobility of the navy, thus  
widening the margin of our common  
safety, would be recognised everywhere as  
a most significant witness to the united  
strength of the Empire and the renewed  
resolve of the Dominions to take their  
part in maintaining its integrity.

AN HISTORIC OCCASION.

An unending processions of sleighs with  
tinkling bells and fur-clad occupants  
gliding on the common sward at Ottawa  
hours before the opening scene inside  
testified to the sense of the historic occa-  
sion. Most of the Senators were present,  
and Royalty in the persons of the Duchess  
of Connaught and Princess Patricia, who  
occupied seats on the floor of the House.  
The Duke of Connaught was absent in  
accordance with viceregal precedent. The  
visitors' galleries were crowded, includ-  
ing many prominent residents from the  
remotest parts of the Dominion.

Mr. Borden and Sir Wilfrid Laurier were  
tumuluously cheered on rising, and when  
the Premier resumed his seat cheering  
broke out again and continued for several  
minutes. Handkerchiefs were wildly  
waved, and both sides joined in singing  
the National Anthem.

Sir Wilfrid Laurier, who followed the  
Premier, assured him that the Opposi-  
tion stood on a par with the Conserva-  
tives in their devotion to the Empire.  
He was glad to know from the Admiralty  
memorandum that there was no emergency  
or immediate danger. He would reserve  
further remarks until the Bill had passed  
its first reading.

GOVERNMENT AND COMPULSORY  
SERVICE.

LONDON, December 6th.

Colonel J. E. B. Seely (Secretary for  
War), speaking at the London Scottish  
prize giving, said that the Government  
in no wise intended to adopt compulsory  
service, but they would foster voluntary  
service to the utmost. After a most  
searching enquiry the Committee of Im-  
perial Defence had concluded that the  
danger of invasion may now be faced  
without fear.

BAD BUILDING AT KUALA  
LUMPUR.

At the inquest on the Chinese victim of  
the collapse of a wall in course of erection  
in High Street, Kuala Lumpur, Mr. H.  
E. Steele, Executive Engineer, Kuala  
Lumpur town, said he inspected the  
building the morning after the accident,  
and found the mortar was principally  
composed of sand, the proportion of  
lime being 10 per cent. instead of 23 per  
cent. the Government specification.  
There had been rain overnight, and bricks  
lying about had the mortar washed clean  
off them. Witness added that the scaffold-  
ing was quite rotten, and in his opinion  
the building had been rushed up in a  
dangerous manner. The Coroner brought  
in a verdict to the effect that deceased was  
killed by the fall of a wall in High Street  
due to bad mortar and rotten scaffolding  
being used in the work. The work not  
having been supervised for three weeks  
by any competent person, he considered  
the death was due to gross neglect of  
supervision of the building work. He  
directed that a copy of the verdict should  
be sent to the chairman of the Sanitary  
Board.

[THROUGH REUTER'S AGENCY.]

## THE BALKAN WAR.

PEACE PROSPECTS.

Reuter's correspondent at Sofia tele-  
graphs that the Government organ *Mir*  
states that the object of the war, the  
liberation of Christians in Macedonia,  
has been attained, and it is useless to  
continue hostilities. Both belligerents  
are sincerely desirous of peace. The  
organ adds the hope that the Turks will  
understand that their salvation lies in a  
 rapprochement with the Balkan States.  
The fact that Greece has not adhered to  
the armistice does not alter the situation.  
The Allies are aware that their strength  
lies in union.

THE ALLIES AGREE.

A telegram from Athens announces that  
it is officially explained that Greece has  
not signed the armistice because she is  
anxious that the Fleet should be free to  
prevent reinforcements to the Turks,  
which would have endangered the chances  
of peace. The allies have agreed to the  
attitude of Greece, who will send her  
plenipotentiaries to London.

## OCCUPATION OF VALLONA

The *Triumna* (Rome) states that the  
Italian and Austrian Ministers at  
Athens will notify Greece that the occupa-  
tion of Vallona will not be permitted.

A message from Constantinople says  
that Adrianople will be re-occupied  
when the peace negotiations begin.

The Greeks have begun the bombard-  
ment of Janina.

## NAVAL BATTLE IMPROBABLE.

It is stated in a message from Constan-  
tinople that the Turkish Fleet is con-  
centrating in the Dardanelles and has  
been ordered to engage the Greek Fleet  
in the Aegean Sea, but a naval battle is  
regarded as being improbable.

## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their  
weekly share report dated 6th December  
state:—

The demand for local investment stocks  
continues strong, and further advances  
in rates have to be recorded. Fine Hard  
Para Rubber has improved to 4/6 per lb.,  
and the tone of the Sterling Rubber  
Share market at the close is firm. The  
open market rate of discount has declined  
to 4½ per cent., but there is no change in  
the Bank of England rate, which remains  
at 5 per cent. Bar Silver is quoted  
firm at 26½d. ready, and Sterling T.T.  
at 2/7. Shanghai T.T. closes at 7½d.  
BANKS.—Hongkong and Shanghai  
after sales at \$310 and \$312 are obtain-  
able to a limited extent at the latter rate.  
London has improved to 284.

MARINE INSURANCES.—Unions have been  
done at \$315, and at this there are buyers,  
but no shares are procurable under \$320.  
Cantons continue in request, and \$250 is  
now offered.

FIRE INSURANCES.—Hongkong are  
firm with buyers at \$371, and Chinese  
can now be placed at \$146.

SHIPPING.—Hongkong, Canton and  
Macao are steady at \$38, with buyers  
offering \$37½. Indo-China have been  
bought from London at 191/3 and the  
local rate has advanced to \$39, at which  
there are sellers. Douglases have advanc-  
ed rapidly, and \$31 is now offered. Star  
Ferry after sales at \$33 can now be  
placed at \$36, the market closing strong.  
Shell Transport are wanted in London  
at 112/6, at which rate there are also  
buyers for local account.

REVENUES.—China Sugars continue  
to rule quiet with sellers at \$108. Luzons  
are unchanged at \$33½.

MINING.—Tronchs are steady with  
London a buyer at 71/- and sellers at  
73/9. Raubs are procurable at 84½  
and Kailans at 55/6, after sales at 35/-.

DOCKS, WHARVES AND GODOWNS.—  
Hongkong and Whampoa Docks have been  
booked at \$55 and more shares are obtain-  
able. Hongkong and Kowloon Wharves  
have further advanced and can now be  
placed at \$80. New Army Docks are  
unchanged at \$61, Shanghai Docks at  
Tls. 50, and Shanghai and Hongkong  
Wharves at Tls. 103.

LANDS, HOTELS AND BUILDINGS.—Hong-  
kong Lands have been booked at \$105 and  
more shares are procurable. Kowloon  
Lands are wanted at \$35 and West Points  
at \$37. Hongkong Hotels (old) have been  
done at \$115, and the new are in request  
at \$71. Humphreys Estates are firm  
with buyers at \$34.40.

COTTON MILLS.—Ewos have advanced to  
Tls. 130. Hongkongs have again been  
booked at \$7, the market closing with  
sellers at \$7½.

MISCELLANEOUS.—Cements are wanted  
at \$4.10. Electrics at \$24½, and China  
Borneos at \$31. Langkats are quoted at  
Tls. 74 buyers.

LONDON QUOTATIONS.—The following  
cable quotations (middle price) were  
received from our London Agents this  
morning:—

United Serdangs	130/-
Sapongs	217/-
London Asiatics	11/6
Eastern Trusts	19/6
Rubber Trusts	11/9 premium.
Tronchs	72/8
Shell Transports	113/6
Indo-China	130/-
London Ventures	3d.
Pahang Consolidated	10/9
Kailans	34/6
H.K. Electric Trams	4/9
Linggis	29/9



WHAT THE "DUNOTTAR CASTLE"  
SAW IN HONGKONG.

[BY A MEMBER OF THE PIONEER CLUB LONDON.]

Hongkong! You may go to Hongkong for me! Why? Because the name suggests a swear-word rather than an island of incomparable beauty set in a sea of deepest blue, lit up at night at certain seasons of the year by a phosphorescence that must be seen to be believed, where lambent flames drip from the cars with an unearthly brilliance recalling theatrical fire, yet far more gorgeous in their abundance than those to be seen on any stage. This last touch was shown to the passengers in the *Dunottar Castle* as we advanced slowly into the glorious harbour, mists clinging about the tops of the hills along whose base, like swarms of *glacies*, twinkled light beyond light, indicating the size of the City and the position of the various villas higher and ever higher up the Peak. If only it bore another name, what pages of poetical prose would be written about this jewel of the English Crown, the third largest shipping port in the world, and some 70 years ago a bare rock without houses, without docks, without trees, even like the many other islands near it.

It is growing, too, persistently growing, not only by annexing more land that was Chinese, but reclaiming great stretches from the sea itself, not only that on which its palatial Club, statue of Queen Victoria, and various offices are built, but also at Kowloon opposite, where the new reclamation, at present somewhat unpleasantly occupies the foreground of the picture, with its air of artificiality and unfinishedness. Old Kowloon, with its Portuguese depth of colouring and general picturesqueness, is now thrown into the background by this utilitarian upstart, which, however, will doubtless become beautiful, too, in time, unless the old spirit of the roadmakers of Hongkong, who respected every beautiful tree felled as they laid out their drives, has forsaken their inheritors.

A long, still voyage in steam launches showed us the city as seen from the sea, and led us to the far western extremity of the tram lines. Then, on the tops of the tram-cars, we travelled through the business quarter, the Chinese quarter, reclamations, the Recreation Ground, past the old, low-lying barracks, now at last recognised as unhealthy, on to the Happy Valley with its recreation grounds and racecourse, girdled by burial grounds of many nations and religions, each shut off from the other as by a ringed fence of prejudice. We returned to the front again, and went further East, past Butterfield & Swire's new dock, through a crowded-looking Chinese village, then back again under o'er-arching mangrove trees, past the high houses in each room of which Chinese and others swarm, gazing down on us from the windows, back to the dried-up Recreation Ground by the Cathedral. A few minutes' walk gives us a tempting peep into the grounds of Government House, and then we are at the tramway station going up to the Peak Hotel for luncheon and gaining a fine view each minute. Hospital after hospital is pointed out, each in an arier situation than the last, and one grows a little serious, considering their number and their size, recalling, too, the quiet lying in those graveyards far away from kith and kin and home and friends.

How full of hope the young man starts out in life! What cheery letters he writes home of cricket, swimming, and possible rise in pay! When he comes home—How the older man saves and strives and considers where he will settle when he retires! And there they both lie side by side, and what has come of their plans and the hopes that sustained them? New men are ready to step into their places.

But the view widens as we rise, the fresher air exhilarates till as we step out of the tram and look over on to the south sides of the Island we see lovely islands on a still, blue ocean swimming in the sunshine, and beautiful tree-clad hills sloping down to them. Is there any one prospect in much-talked of Japan so fair as that from the pass among the hills above this great business centre, garrison town, and naval depot? The view from the summit of the Peak is a little spoilt by the rigidity of the Gardens, the solidity of the building of the Governor's country residence. Germans would have insisted upon something more in accord with the character of the scene. But it is a joy to gather wild tea flowers, inhale the rarer, fresher air, and look across at the roads climbing the Chinese hills on the mainland opposite and the new railway that now runs to Canton. Can going to Canton by train be as pleasant as sleeping on the old comfortable steamboat that used to deposit one there in the morning? We have just read of the new bridge across the Yellow River, completing the new line from Peking to Nanking, that is, to the opposite shore of the River Yangtze.

And that sets us thinking. Governments and Companies build railways, but this little tramway that brought us up, that enables Governors and wealthy

residents to luxuriate in the air of the Peak without neglecting *haute politique* and *haute finance*, that little railway that must have enabled many a delicate wife to remain by her husband's side, saved the life of so many little European children, able now to ramble about in fresh country air with country pursuits; that little railway was the idea of one man, ridiculed for it at the time, as is natural for a pioneer. He formed a company, but none would buy the shares, so for three years he kept all the papers in his safe, but held on to his idea. If he had not, would there be any Peak railway even yet? And even in this go-ahead Colony can anyone point to anything else that has contributed so largely to the enjoyment of life on the part of the foreign residents, or so much lightened the pains of exile? Mr. Findlay Smith has doubtless sold his shares advantageously long ago and paid himself his wages. But we as passing travellers, wondering had any recognition of the great boon conferred upon the Colony by his enterprise been made by the British Government of the Colony that so profits by it. Then, while the *Dunottar Castle* met the full force of the north-easter, struggling with the shallow waters of the Formosa Channel, we speculated on the hard fate of pioneers generally, and then turned to consider how we could best see over the new University on our return to Hongkong and also a little of what united missionary effort is accomplishing in Hongkong and its neighbourhood.

TELEGRAPHIC COMMUNICATION  
WITH SWATOW RESTORED.

It was officially announced yesterday by the Chinese Telegraph Administration that telegraphic communication with Swatow is restored. The news should be of considerable interest to those having business with Swatow, as the direct telegraph connection has been suspended for just thirteen months. A great number of poles were removed during the revolutionary troubles.

## LOCAL SPORT.

## LOCAL LEAGUE FOOTBALL.

HONGKONG F. R. E.

This fixture will be fulfilled on the R.E.'s enclosure to-day, and the following players will represent the Hongkong Club:—R. C. Barlow, A. Hamilton and H. I. Jones; D. Campbell, R. F. Long and C. Wilkie; P. F. Benton, W. A. Wilson, W. V. Pennell, J. Stalker and W. B. Rigden.

## LOCAL LEAGUE CRICKET.

CIVIL SERVICE V. CRAIGENGOWER.

The following will represent the Civil Service in their match with Craigengower to-day, on the former team's ground:—R. E. O. Bird, R. O. Hutcheson, E. B. Reed, R. C. Witchell, H. A. Cox, G. B. C. Sayer, H. Ellis, E. Biden, A. O. Brown, H. T. Jackman and E. W. Hamilton.

The following will represent Craigengower:—H. H. Taylor, L. A. Rose, W. H. Vivesh, G. A. Hancock, J. V. Braga, E. L. Braga, R. A. Carvalho, R. Pastonji, J. D. Noria, C. Johnstone and R. Bassa.

CIVIL SERVICE II. V. KOWLOON "B."

At Kowloon to-day. Civil Service will be represented by:—J. W. Lee-Jones, R. G. Linsell, R. Phillips, R. McLeod, A. Foster, C. Sara, F. Bacon, E. F. Gibson, A. Bradbury, W. Edmonds and B. J. Spittles.

## HONGKONG CRICKET LEAGUE.

The following is the table up to date:

	P.	W.	L.	D.	PTS.
Craigengower	5	4	1	0	12
Kowloon	2	2	0	0	6
Civil Service	2	2	0	0	6
Hongkong "B"	2	2	0	0	6
Staff and Depts.	4	0	2	2	2
H.K. Police	4	3	1	1	1
R.E.	3	—	2	1	1
Hongkong "A"	2	—	2	0	0

A win merits 3 points, and a draw 1 point.

## HONGKONG CHESS CLUB.

The first round in the competition took place on Thursday in the Club room at the City Hall in presence of a good number of visitors. Ten boards were in play, and the result was as follows:—

R. A. Dastur beat I. M. Mirza.  
D. E. de Carvalho beat A. F. B. Silva Netto.  
P. A. Rosario beat H. M. Basto.  
V. R. Souza beat P. da Rosa.  
Hon. Mr. H. E. Pollock beat F. E. de Carvalho.  
A. J. M. Rodrigues beat S. D. Setna.  
M. J. Dannenberg beat H. Poulsen.  
Dr. Ishak beat R. D. Bilinoria.

Mr. P. P. J. Wodehouse appeared before Mr. Melbourne at the Magistracy yesterday to prosecute two chair coolies for obstruction. He informed his Worship that the defendants followed a lady and gentleman along Pedder Street, calling after them "chair, chair." Defendants explained that the lady and gentleman nodded their heads. This they interpreted as an instruction to follow them, which they did. His Worship fined the defendants fifty cents each.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

December 5th.

## NEW YEAR HOLIDAYS.

In accordance with the changing of the calendar the Educational Commissioner notifies that all schools and colleges will close for a fortnight, including Christmas and New Year, and that January 1st will be held as New Year's Day. Of course, for many years to come many people will still use the old calendar, but the old system will gradually disappear. The same thing obtained in France for a long time on the introduction of the Metric System, but time soon does away with two systems and the easier and more convenient is in time bound to do away with the other. The old Chinese New Year is to be observed also, but as another festival, which will help to make the new arrangement more popular.

## MORE MONOPOLIES.

A merchant called Chang Shan Tong has offered a large sum of money for the Salt Monopoly and the authorities in charge of this department look upon the idea of reintroducing this monopoly favourably. The renewing of these monopolies has been a great boon to the Government and the people have not kicked as they were expected to. After the revolution all these monopolies were abolished, but the money lost to the Government was so great that they decided gradually to reintroduce them, until now there must be more than a dozen of the old monopolies again in force.

## CHAN KWING MING.

It has been rumoured from time to time that Chan Kwing Ming, ex-Provincial President and the present head of the Army in Kwangtung, would shortly give up his position. He is a very good man and has done a tremendous lot to preserve the peace, and it would be a great loss to the province were he to resign. He is a stern disciplinarian; yet he gets on well with the troops and has been doing a great deal ever since the Revolution towards routing out the pirates. At Peking his worth to the province is realised and President Yuan Shih-kai has sent a wire to the Government here urging them to retain the services of Mr. Chan and urging Mr. Chan to continue his good work in Kwangtung.

## KIDNAPPING A DOCTOR.

Some time ago a doctor living in Sai Ho Tung in the City was decoyed from his residence by a gang of robbers on the pretence of attending a sick man in a near village and has been in captivity ever since. Lately his relations received a message stating that on payment of \$1,000 in Hongkong currency he would be set free. His friends tried to get the police or soldiers on the track of the robbers, but it was of no avail, and in the end they had to pay up \$800 before the doctor was set free. This is only one instance of many, and it shows how unsettled is the state even of the busier parts of the city. It is quite a common occurrence for children to be carried off in the streets and held to ransom, particularly if it is known that their parents have any money. The police are doing all they can to stop this sort of thing by searching and regulating the lower class hotels and boarding-houses and keeping a sharp look-out on junks and passenger boats for bad and suspicious characters.

## PREVENTION OF FLOODS.

Some time ago the Provincial President requested the Central Government to send a skilled engineer and a Government official to Canton to examine the waterways of the West, North and East Rivers to propose a scheme to prevent any recurrence of the disastrous floods which caused so much distress this year about May and June. An official called Young Wing Chi has been appointed to enquire into this matter and has left Peking to make a tour of inspection accompanied by a local deputation.

## REBUILDING BURNED BUILDINGS.

New regulations have been issued by the Police Commissioner with reference to the rebuilding of shops and houses burned in the recent big fire. No one is to be allowed to rebuild unless he is prepared to obey these new regulations, which mostly have reference to widening of the streets and the stability of the buildings.

## THE "FALSE PARTICULARS" CASE.

Charged with giving false particulars under an application to remove three chests of opium, and with being deficient of three chests of opium in the place where, according to the application, they ought to have been stored, John Baker, again appeared at the Magistracy yesterday. Mr. P. M. Hodgson, Assistant Crown Solicitor, prosecuted, and Mr. H. L. Denny (of Messrs. Denny & Bowley) defended. After further evidence had been called, defendant was found guilty, and Mr. Melbourne imposed fines amounting to \$1,000 in all.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 13th.

## CHINESE PAINTED ENAMELS.

At 6, King Street, St. James, there is a charming exhibition of Old Canton enamels. Sir Claude Phillips says that examples of such fineness and beauty as are here brought together, and tastefully displayed, are rare indeed. The enamels are contemporary with the Kien-Lung period in porcelain, some of the earlier and more tentative pieces having their origin, however, in the short Yung Ching reign which preceded. The period covered would be about the three last quarters of the eighteenth century. During this same time most of the great European fabrics of porcelain rose, more or less under Chinese influence, and after relatively brief climaxes of achievement subsided. Nothing can surpass the designs which cover the best of these Canton pieces in intricacy, delicacy and ordered beauty. Loveliest of all is a Provision Case, in which the colour scheme is of a peculiar reticence and refinement, and set off, with a happy audacity, by some broad touches of a franker splendour. An oblong incense-burner has a singularly beautiful decoration, the groundwork of which is an Imperial yellow. Some connoisseurs hold two small square trays to be of high interest because they belong to the Yung Ching period (1723-35) and bear an inscription to the effect that they were made by order of the Emperor. There are also dainty vases, wine-pots, plates, cups, saucers and covers, all marvels of decorative brilliancy and tints. No one can fail to appreciate the beauty of the schemes of decoration.

## EMPIRE TRADE MARK.

The proposed British Empire Trade Mark is not to be allowed a walk-over. Lord Avebury, on behalf of the British Empire League, has asked the Royal Commission to accept evidence on the subject, and it is felt that such a mark would help to foster the sale of British produce. But Manchester objects. Mr. Walter Speakman, secretary of the Manchester Chamber of Commerce, told the Trade Commission that the cotton industry was unanimously against the institution of an Empire mark. The idea is that the proposed mark would put a new temptation before unscrupulous foreign manufacturers who already copy British marks freely. Thus it would create bad feeling and tend to curtail rather than increase Manchester's international trade. Mr. A. D. Provand, a Manchester merchant, formerly of Shanghai, says, "My firm ship to China chiefly. Every piece of goods is stamped with Manchester, and most of them with the firm's name and address, and this is true of nearly all British-made textiles of good quality cotton, woollen and linen. No further identification is required."

## CHINESE AND CHRYSANTHEMUMS.

The *Hamburger Nachrichten* has discovered that in matters horticultural the Japanese are nothing more than the pupils of the Chinese, to whom they are indebted for almost the whole of the foundation of their skill. Japan has, moreover, no exclusive right to the title of "The land of chrysanthemums." Neither is it fair to say that to the Japanese is due exclusively the credit of having developed enjoyment in the beauty of flowers, while the Chinese have devoted themselves to the utilitarian side of the garden. This does not do the Chinese justice, for their gardens, particularly in the middle and south, are often laid out with astonishing skill, and are wonderfully full of flowers. Even in their kitchen gardens the Chinese show great taste and sense of the fitness of things. The chrysanthemum was introduced into Japan from China about 400 A.D. after it had been known and loved in the latter kingdom for upwards of 3,000 years. There were chrysanthemums in Japan previous to 400 A.D., but they were regarded solely from the utilitarian point of view and were used partly as medicine and partly as kitchen garden plants. From China the Japanese first learnt the possibility of developing the beautiful side of the plant, improved vastly on Chinese methods, and imported large consignments. Consequently we must never rob the Japanese of the distinction of having brought the cult of flowers to a surprising pitch of perfection.

## GHEAT EXHIBITION.

Hongkong residents due home next year would do well to book their passage across the Continent *via* Ghent, the scene of the International Exhibition, where the British Empire is to be represented. Our exhibit is divided into five parts, and the machinery display will perhaps be the most important. Another section will show the progress of the fight against tropical diseases, and the arrangement for this has been placed in the hands of a Committee composed of members of the various bodies at present engaged in the

The London School of Tropical Medicine has undertaken a display of the work which is being done in connection with cholera, beri-beri, and elephantiasis. The Liverpool School of Tropical Medicine will illustrate the work which the school is carrying on against yellow fever and sleeping sickness, while the Admiralty are responsible for the display relating to undulant fever, and the War Office for the enteric exhibits. Plague will be illustrated by the India Office, and leprosy by Dr. Andrew Balfour, of Khartoum, who is a well-known authority on Eastern diseases.

## THE P. &amp; O. S. N. CO.

Further comment has been caused in financial circles by the fact that the annual general meeting of the Peninsular and Oriental Steam Navigation Company will be held this year in December, or a month later than usual. The decision of the directors in connection with this matter has inspired the belief in the market that the forthcoming report will contain a definite announcement regarding the rumours current of late of a general consolidation of the Far Eastern shipping trade. One financial authority thinks, however, that as the Board is at present constituted, it is not likely that any radical changes will be made. The deferred stock of the P. & O. Company is still very strong, and at its present price of 330 can only be touched by millionaires.

## THE KING'S DREAM.

There are many points of interest in Lord Esher's selections from Queen Victoria's journal published this week. Not the least fascinating reading is Lord Esher's introduction. In spite of the courtly discretion that hides so many interesting side-lights from view, it gives away at least one Royal secret—and this King George's. It has to do with Buckingham Palace, which King Edward nicknamed, "The Royal Workhouse," and which is admitted by all to be the ugliest official building in London. As I wrote in my last letter, the palace is to have a new front of Portland stone, but it is the opinion of architectural experts that only an entire rebuilding would make the royal palace worthy of the King or his capital. Lord Esher describes the King's wishes in the following significant fashion:—King George's dream, and no one knows better its visionary character, is to pull down Buckingham Palace, to round off St. James' and the Green Parks at Constitution Hill and Buckingham Gate, and then, with the money obtained by the sale of the gardens of Buckingham Palace, to reconstruct Kensington Palace as the town residence of the sovereign. For Queen Mary the place is full of memories, and, because of her keen historic sense, full of interest. Compared with most of the great European capitals, London is poor in palaces. The homes of the Tudor Sovereigns in and near the Metropolis, Nonsuch, Greenwich and Whitehall, have disappeared. London contains no single palace, residentially associated with one long line of sovereigns. The Court of St. James was housed in the Eighteenth Century in the palace of that name. It seems to have been adequate for the needs of the Hanoverian Princes, who had none of the amplitude of the Tudors or the fine taste of the Stuarts." This is an interesting disclosure made at a crucial moment, and one wonders what the upshot will be.

## LONDON SAFE.

The Metropolis is quite safe for a further three years. The Borough Council elections resulted in the return of 1,001 Municipal Reformers. 235 progressives, 35 labour, 55 independent and six avowed Socialists. Compared with 1909 the Municipal Reformers have increased their representation by 24 seats and now hold 24 out of the 28 boroughs, having roughly three times as many councillors as the other parties combined. The Progressives regained Battersea, but this victory is counterbalanced by the Municipal Reformers winning Hackney. The Progressive boroughs are Battersea, Southwark, and Bethnal Green. Stoke Newington is non-political and the remaining 24 boroughs are all represented by Municipal Reformers. The London elector, however, is very apathetic in municipal affairs and only 47.2 per cent. took the trouble to vote. This is the lowest percentage of any of the triennial elections for the Metropolitan Borough Councils.

## THE LIFE OF DISRAELI.

The announcement is made that Mr. John Murray will publish the second volume of Mr. W. F. Monypenny's life of Benjamin Disraeli to-morrow. The first volume, published in 1910, brought the story to 1837 and to the Maidenstone election which introduced Disraeli to the House of Commons. The forthcoming volume will cover the succeeding ten years, ending with the overthrow of Peel in 1846. This is an important period in Disraeli's life concerning which there has been much misunderstanding. We shall be able to read of the rise of the young Disraeli, his marriage, the writing of "Coningsby," and "Sybil," the fierce struggle over the repeal of the Corn Laws, and his succession to the Leadership of the Opposition. [Mr. Monypenny's death has been announced since this note was written.—Ed.]

## INTIMATIONS

It is Criminal  
to Neglect the  
Skin and Hair

THINK of the suffering entailed by neglected skin troubles—mental because of disfigurement, physical because of pain. Think of the pleasure of a clear skin, soft, white hands, and good hair. These blessings, so essential to happiness and even success in life, are often only a matter of a little thoughtful care in the selection of effective remedial agents. Cuticura Soap and Cuticura Ointment do so much for poor complexions, red, rough hands, and dry, thin and falling hair, and cost so little, that it is almost criminal not to use them.

Cuticura Soap and Ointment are sold throughout the world. A liberal sample of each, with full booklet on the care and treatment of the skin and hair, sent free from nearest depot: Foster Drug & Chem. Corp., sole agents, Boston, U.S.A.; Newbury, Dept. 118, 27, Chancery Lane, London, E.C. 4; Town & Co., Sydney, N.S.W.; London, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay.

89-2

Chs. J. Gaupp  
& Co.,ALEXANDRA BUILDINGS,  
CHATER ROAD.

## CHRONOMETER-MAKERS,

## WATCHMAKERS,

## JEWELLERS AND OPTICIANS.

FINE DIAMOND  
JEWELLERY

## A SPECIALITY.

ENGLISH, AMERICAN AND SWISS  
GOLD AND SILVER WATCHES.GOLD AND SILVER BRACELET  
WATCHES.ENGLISH MOUNTED CHINESE JADE  
JEWELLERY.

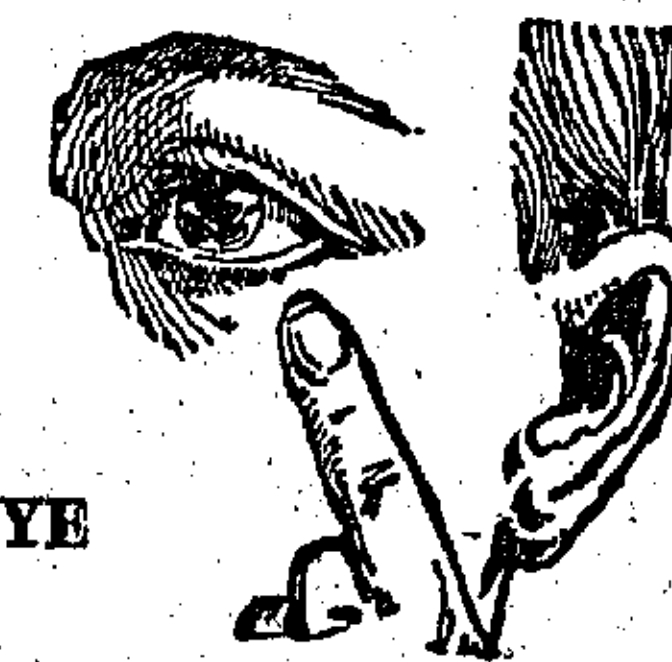
## MAPPIN &amp; WEBB'S

## SILVERWARE,

## CUTLERY and

## PRINCES PLATE.

45

OUR  
STUDY  
OF  
THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN.  
WE WILL TELL YOU.

CLARK & Co.  
SCIENTIFIC OPTICIANS  
108 BLOOMINGDALE, HONGKONG

75



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS, only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.  
Telegraphic Address: PAXES.  
Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

ONLY—SUNDAY, DEC. 8TH—ONLY

AT 3 P.M.

## AVIATION MEETING

AT MACAU.

M. KAUZMINSKY

WILL GIVE EXHIBITIONS

ON HIS

## BLERIOT MONOPLANE.

Reserved Seats - \$2.00  
Second Class - \$1.00  
Natives - 30 cts.

Tickets at MOUTRIE'S.

[1395]

WANTED.

ENGLISH LADY (Widow) seeks employment as Nurse for Children.  
Apply to—  
"A. C."  
Care of "Daily Press" Office,  
Hongkong, 7th December, 1912. [1394]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—  
Far Eastern News.  
Leading Articles.  
Secret Societies in China.  
New Currency System for China.  
The Opium Merchants' Grievances.  
The Balkan War.  
The Boycott of the Trams.  
Random Reflections.  
Hongkong News.  
The Magistracy.  
A Collision Case.  
Additional Issue of \$1 Notes.  
United States Minister to Visit Hongkong.  
The Exportation of Opium.  
Vicente Sotto to be Discharged.  
The P. & O. Divided.  
Colonial Office Appointments.  
Hongkong Chess Club.  
Supreme Court.  
Big Cocaine Haul.  
Boycott Charge Dismissed.  
Local Sport.  
Interesting Assault Case.  
The Post of Registrar-General.  
Wedding at the Cathedral.  
A New Solicitor.  
German Fisheries in the East.  
Sanitary Board.  
Footchow Pirates.  
"Come and See."  
The "Unwaka-Maru" to be Refitted.  
Loss of a Japanese Steamer.  
The Experiences of the "Lord Curzon."  
Serious Explosion on a Japanese Cruiser.  
The Siam Rice Crop.  
Correspondence—  
Hongkong Branch of the Navy League.  
The Nippon Yusen Kaisha.  
America and the Chinese Island.  
China's Financial Condition.  
Mongolia and Tibet.  
Currency Reform in China.  
Chinese Army and Navy Pay.  
The Hague Opium Convention.  
Opium Planted in Defence of Law.  
Presentation to a Well-known Cricketer.  
Delay of the Siberian Mail.  
The Diary of Li Hung-Chang.  
The Prosperity of the Philippines.  
A Whale in a Korean River.  
Chinese Embroidery on Linen.  
Telegrams.  
Commercial.  
Shipping.

Extra copies 30 cents each, Cash.  
Copies can be posted from this Office to addresses sent; including postage, 34 cents each.  
\$1 Cash for three copies.  
Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong, 7th December, 1912.

## NEW ADVERTISEMENTS

G. R.  
GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days sight on the London Correspondents of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. on the 9th December, 1912.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate, and in sealed cover, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

A. I. LEAN, Lt.-Col., A.P.D.,  
Treasury Chest Officer.  
His Majesty's Treasury Office,  
Hongkong, 6th December, 1912. [1396]

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
S.S. "BENGLEUCH."  
FROM ANTWERP, LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th December, 1912. [1393]

NOTICE TO CONSIGNEES.  
S.S. "MANCHURIA."  
FROM SAN FRANCISCO VIA JAPAN PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, 10th Dec., at NOON, will be landed at Consignees' risk and expense.

Cargo remaining undelivered SATURDAY, 4th Dec., at NOON, will be subject to landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 12th Dec., at 10 A.M.

No Claims will be admitted unless accompanied by short delivery note or list of exceptions taken at time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 7th Jan., otherwise they will not be recognized.

FRED. J. HALTON,  
Agent.  
Hongkong, 6th December, 1912. [23]

NOTICE OF MEETING.  
SHAREHOLDERS of the above Société are hereby summoned to an Extraordinary General Meeting to be held at the Offices of the Company, No. 21, rue Jules Ferry, Haiphong, on the 14th December, 1912.

By Order of the Board,  
T. F. HOUGH,  
Director.  
Hongkong, 23rd November, 1912. [1340]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.  
AND  
CHINA NAVIGATION CO., LTD.  
NOTICE.

OWING to the expenses incurred and the inconvenience caused to the Companies in collecting Freight for small amounts, commencing from 1st January, 1913, Freight below \$3.00 on all Shipments from Hongkong, CANTON and MACAO, unless shipped by regular constituents, must be paid at time of Shipment or on delivery. Receipts for Freight will be granted by the Parser.

W. E. CLARKE,  
Secretary,  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 1st November, 1912. [1336]

## FOR SALE.

## A LOT OF GOLD WALTHAM WATCHES.

HTG. GOOD TIME-KEEPERS.

## BARGAIN PRICES. IN ORDER TO CLEAR STOCK. GARRELS, BOERNER &amp; Co., KING'S BUILDING.

Hongkong, 26th November, 1912. [1347]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River wharves. Small quantities handled and specially low rates quoted for large quantities.

## INTIMATION

## LANE, CRAWFORD &amp; Co.

(Telephone 97.)

## WE ARE NOW SHOWING OUR NEW STOCK OF CHRISTMAS GOODS

## LATEST NOVELTIES SUITABLE FOR PRESENT IN ALL DEPARTMENTS.

## FRENCH CONFECTIONERY HIGH-CLASS FANCY BOXES OF CHOCOLATES AND SWEETS.

## CHRISTMAS PUDDINGS, CAKES, MINCE MEAT. CRACKERS and COSAQUES EXCLUSIVE DESIGNS.

## PULLED FIGS. NUTS. MUSCATELS. YORK HAMS-STILTONS.

## A LARGE SELECTION OF TOYS, DOLLS, GAMES, &amp;c. LANE, CRAWFORD &amp; CO.

## WANTED

WANTED.  
HALF-HOUSE, FLAT, or SUITE ROOMS (Furnished and with Catering).  
F. C. JENKIN,  
CHATER ROAD  
(Adjoining Hongkong Club Annex).  
Telephone 1226.  
Hongkong, 3rd December, 1912. [1374]

A VERY IMPORTANT ENGLISH FIRM doing Business in Manchester and Bradford Goods principally Wants an AGENT for this district whose personal Business would not be in competition with the Business of the Firm above-mentioned. Offers to initials—  
"M. S."  
Care of "Daily Press" Office.  
[1384]

WANTED.  
COMFORTABLE APARTMENTS FURNISHED, with or without Board, on the Higher Levels.  
Apply to—  
"E. T. G."  
Care of "Daily Press" Office.  
Hongkong, 23rd November, 1912. [1367]

WANTED.  
PONY, suitable for Lady.  
Address—  
G. DEB GARETS D'ARS,  
Craigiebarn,  
The Peak.  
Hongkong, 29th November, 1912. [1357]

WANTED.  
CLERK Wanted, part time, afterwards suitable for full engagement. MANAGER also Wanted for Retail Business; must be able and with Business experience. State age, nationality and duties accustomed to; fidelity bond required.  
Full particulars to—  
"E. A. X."  
Care of "Daily Press" Office.  
Hongkong, 25th November, 1912. [1342]

SLEEPERS WANTED.  
TENDERS are invited for the supply of 90,000 RAILWAY SLEEPERS and 1,600 BRIDGE TIES. Quotations are required for Australian or Tasmanian hardwood or creosoted Oregon pine or best. Specification and form of Tender will be sent to any intending Tenderer on application to the Undersigned, Canton.

Tenders must be accompanied with a deposit of \$500 and will be opened at Railway Co.'s Head Office, on FRIDAY, the 10th January, 1913, at 3 P.M. The Railway Co. is not bound to accept the lowest or any Tender.

JEME TIEN YOW, President,  
LI KENG FOON, Vice President,  
Head Office, YUEH-HAN RAILWAY CO., LTD.,  
PO-WAN CHING TOWNSHIP YUE,  
Canton.  
Canton, 4th December, 1912. [1379]

NOTICE.  
M. E. F. SCULL, late of the Shanghai Horse Bazaar, has been Appointed MANAGER of the Kennedy's Horse Repository and Hongkong Bazaar.

KATE KENNEDY,  
Proprietress.  
Hongkong, 30th November, 1912. [1364]

WEI HAI WEI SCHOOL.  
AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations: Sea Bathing, Bunting, Cricket, Football, etc. For terms apply to the Headmaster.

HERBERT L. BEEB, M.P.  
[1065]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 7th December, 1912, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

A CONSIGNMENT OF PORCELAINS, BRONZES, &c., &c., From NANKING and PEKING, Just Arrived.

Including:—  
IVORIES, PEKINGESE CLOISONNE and LACQUERED WARE, JADESTONE, a Few Sets of MANDARIN BEADS (Amber, Coral and Jadestone), a number of SNUFF BOTTLES, a few MANDARIN COATS, BROCADES and SILK SKIRTS, OLD CHINESE PICTURES, &c., &c., and a number of OLD WALL PLATES. PORCELAINS of the SUNG, MING, TAU KWONG, KANG HI, KIENLOONG, GAE HING, &c., &c., Periods, and

A Number of Pieces of OLD BLACKWOOD. Full particulars from Catalogue. Terms:—As Usual.

HUGHES &amp; HOUGH,

Auctioneers.  
Hongkong, 5th December, 1912. [1385]

## G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of December, 1912, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Macdonnell Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Contents.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Fts.	Upset Price.
1	1067	At Macdonnell Road above Union Church.	feet feet feet feet	8,380 58 2,408				
			50' 100' 137' 72'					

## G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of December, 1912, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of the right to QUARRY STONE on the following Lots of Crown Land around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from the 1st day of January, 1913, up to and including the 31st day of December, 1915.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Approximate Area in Acres.	Upset Amount.
EST 21.	2 Ngau Shi Wan Quarry Lots Nos. 1, 2, 3 and 4.	Ngau Shi Wan.	12.73	4.
ILLI- NIT.	3 Test. The Mut Quarry Lot No. 1.	Test Test Mut.	27.69	
	4 Test. The Mut Quarry Lot No. 2.	Test Test Mut.	27.33	
	5 Shaukwan West Quarry Lots Nos. 3 and 4.	Shaukwan West.	73.09	3.
	6 Hok Usu Quarry. Lot 1.	Hok Usu.	8.44	2.
	7 Ma Ti Quarry. Lot No. 0.	Ma Ti.	1.04	
Office. LTD 195	8 Jordan Road, Kwoloon. Quarry Lot No. 10.	Jordan Road, Kwoloon.	5.30	1.
from	9 Yaukui Quarry Lot 1.	Yaukui.	2.98	1.
	10 Fuk Tsan Heung Quarry Lot No. 12.	Fuk Tsan Heung.	4.29	1.
	11 Ngai Tau Kok Quarry Lot No. 1 6.	Ngai Tau Kok.	2.00	







## SKIN DISEASES

Overcome by the Wonderful Blood Purifying Properties of Dr. MORSE'S INDIAN ROOT PILLS.

A person suffering from eruptions of the skin has much to endure. It is not merely the discomfort and irritation and painful sensation, but life is made miserable by depression of spirits. The liver is torpid and the kidneys are partially inoperative, and you feel languid and weak. The disease is in the blood, and when the system is not cleansed through the usual channels, Nature asserts herself, and forces portions of the impurities through the skin in the form of Pimples, Boils and Blotches. External remedies—powders, ointments, lotions—only alleviate; they do not get at the cause. Dr. Morse's Indian Root Pills get at the cause by removing the disease from the Blood. They cleanse the system by stimulating the Liver and strengthening the Kidneys, which filter the Blood and throw off the impure matter through the regular channels.

**DR. MORSE'S INDIAN ROOT PILLS**  
FOR THE LIVER

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

**THE SWAN**  
FOUNTAIN PEN.  
NEEDS NO "COAXING"!  
It's made right  
To write right.  
That's why it's the most popular  
Fountain Pen.  
Does not Leak, Scratch or Dry Up.  
Fitted with Gold Iridium Tipped Nib.  
WHERE IS YOURS?  
**TRY ONE NOW!**  
Sold by  
JEWELLERS, STATIONERS AND  
IMPORTERS.  
**MABIE, TODD & Co.,**  
Manufacturers, LONDON.



USE  
"SWAN"  
INK.  
CATALOGUE FREE!

Madam!

Tie a knot in your handkerchief, before going out, to remind you to order a tin of

**Van Houten's Cocoa**

A delicious beverage.

THE STANDARD COCOA OF THE WORLD.  
CHEAP, BECAUSE A LITTLE

GOES A LONG WAY.

A FOOD FOR THE MUSCLES.

A TONIC FOR THE NERVES.

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## THE BUILDING.

BY SEUMAS O'KELLY.

Martin Cosgrave walked up steadily to his holding after Ellen Kennedy had read to him the American letter. He had spoken no word to the woman. It was not every day that he had to battle with a whirl of thoughts. A quiet man of the fields, he only felt conscious of a strong impulse to get back to his holding up on the hill. He had no clear idea of what he would do or what he would think when he got back to his holding. But the fields seemed to cry out to him, to call him back to their companionship while all the wonders of the resurrection were breaking in fresh upon his life.

Martin Cosgrave walked his fields and put his flock of sheep scurrying out of a gap with a whistle. His holding and the things of his holding were never so precious to his sight. He walked his fields with his hands in his pockets and an easy solid step upon the sod. He felt a bracing sense of security.

Then he sat up on the meadow.

The day was waning. It seemed to close in about his holding with a new protection. The mood grew upon him as the shadows deepened. A great peace came over him. The breeze stirring the grass spread out at his feet was whispering of the strange unexpected thing that had broken in upon his life. He felt the splendid companionship of the fields for the master.

Suddenly Martin Cosgrave looked down upon his cabin. Something snapped at his eyes remained riveted upon it. He leaped from the meadow and walked out into the field, his hands this time gripping the lapels of his coat and a cloud setting upon his brow. In the centre of the fields he stood, his eyes still upon the cabin. What a mean, poky, ugly little devil of a hovel it was! The thatch was getting scraggy over the gables and sagging at the back. In the front it was sodden. A rainy brown streak reached down to the little window looking like the claw of a great bird upon the walls. He had been letting everything go to the bad. That might not signify in the past. But now—

"Rose Dempsey would never stand the like," he said to himself. "She will be used to grand big houses."

He turned his back upon the cabin down near the borhen and looked up to the belt of beech trees swaying in the wind on the crest of the hill. How did he live there most of his life and never see that it was a place fashioned by the hand of Nature for a house? Was it not the height of nonsense to have trees there making music all the long hours of the night without a house beside them and people sleeping within it? In a few minutes the thought had taken hold of his mind. Limestone—beautiful limestone—ready at hand in the quarry not a quarter of a mile down the road. Sand from the pit at the back of his own cabin. Lime from the kiln beyond at Larch Hill. And his own two hands! He ran his fingers along the muscles of his arms. Then he walked up the hill.

Martin Cosgrave, as he walked up the hill, felt himself wondering for the first time in his life if he had really been foolish to have run away from his father's cabin when he had been young. Up to this he had always accepted the verdict of the people about him that he had been a foolish boy "to go wandering the roads to many far towns." Then he had struck his friend the building contractor. He had been a useful worker about a building-house. At first he had carried hods of mortar and cement up ladders to the masons. The business of the masons he had mastered quickly. But he had always had a longing to hold a chisel in one hand and a mallet in the other in face of stones. He had drifted into a quarry. The men did not like him there. After a little while he could not conceal his impatience with the mere dressing of coping stones to a pattern. Then he saw the man killed in the quarry. He was standing quite near to him. The chain of the windlass went and the poor man had no escape. Martin Cosgrave had heard the crunch of the skull on the boulder and some of the blood was splattered upon his boots. He was a man of tense nerves. The sight of blood sickened him. He put on his coat, left the quarry and went walking upon the road. It was while he walked along the road that the longing for his home came upon him. He tramped back to Kilbeg. His father had been long dead, but by his return he had glorified the closing days of his mother's life. He took up the little farm and cut himself off from his wandering life when he had fetched the tools from his lodgings in the town beside the quarries.

By the time Martin Cosgrave had reached the top of the hill he had concluded that he was not, after all, a foolish boy to have worked in far places. "The hand of God was in it," he said reverently with his eyes on the beech trees that made music on the crest of the hill. He made a rapid survey of the place with his keen eyes. Then he mapped out the foundation of the building by driving the heel of his boot into the green sod. He stepped back among the beech trees and looked out at the outlined site of the building. He saw it all growing up in his mind's eye, at first a rough block, a mere shell, a little uncertain and unsatisfactory. Then the uncertainties were lopped off, the building took shape after touch was added. Long shadows spread out from the trees and wrapped the fields. Stars came out in the sky. But Martin Cosgrave never noticed these things. There was a firm grasp of the motion and meaning of the general scheme, a realisation of what the building would preach, what it would evolve that no other building ever evolved, what it would proclaim for all time. The passing of the day and the stealth of the night could not claim attention from a man who was living over the dream that was fashioning itself in his mind, abandoning himself to the joy of his creation, dwelling longingly upon the details of the building, going over and over, as it were, feeling it in every fibre, jealous of the effect of every stone, tracing the trend and subtlety of every curve, seeing how one touch fitted in and enhanced the other and how all carried on the rhythm and meaning and motion of the whole. He felt he could not fail. The thing cried out to him, rooted itself in his mind. When he came down from the hill there was a spring in Martin Cosgrave's step. He swung his arms. The blood was coursing

hot and fast through his veins. His eyes were glowing. He would not need to make a map of the building. It was all burned clearly into his brain.

From under the bed of his cabin he pulled out the wooden box. It had not been opened since he had fetched it from the far town. He held his breath as he threw open the lid. There they lay, the half-forgotten symbols of his old life. Worn mallets, chisels, the head of a broken hod with the plaster still cracked into it, a short broad shovel for mixing mortar, a trowel, a spirit level, a plumb, all wrapped loosely in a light worn leather apron. He took the mallets in his hand and turned them about with the quick little jerks that came so naturally to him. Strength for the work had come into his arms. All the old ambitions which he thought had been stifled with his early manhood sprang to life again.

As he lay in his bed that night Martin Cosgrave felt himself turning over and over again the words in the letter which Rose Dempsey had sent to her aunt, Ellen Kennedy, from America. "Tell Martin Cosgrave," the letter read, "that I will be back home in Kilbeg by the end of the Spring. If he has no wish for any other girl I am willing to settle down." Beyond the announcement that her sister, Sheila, would be with her for a holiday the letter "brought no other account." But what an account it had brought to Martin Cosgrave! The fields understood—the building would proclaim. Early in the morning Martin Cosgrave went down to Ellen Kennedy to tell her what to put in the letter that was going back to Rose Dempsey in America. Martin Cosgrave walked heavily into the house and put his back up against the dresser. He turned the soft black hat about in his hands nervously and talked like one who was speaking sacred words. "Tell her," he said, "that Martin Cosgrave had no thought for any other person beyond herself. Tell her to be coming back to Kilbeg. Tell her not to come until the late harvest."

Ellen Kennedy, who sat over the sheet of writing paper on the table, looked up quickly at Martin Cosgrave as he spoke the words. He did not give her time to question him.

"I have my own reasons for asking her to wait until the harvest," he said, with some irritation.

He stayed at the dresser until Ellen Kennedy had written the letter. He carried it down to the village and posted it with his own hand, and he went and came as gravely as if he had been taking part in some solemn ritual.

That day the building was begun. Martin Cosgrave tackled the donkey and drew a few loads of limestone from the nearby quarry. Some of the neighbours, who came his way found him a changed man, a silent man with his long jaws set, a man in whose eyes a new light shone, a quiet man of the fields into whose mind a great purpose had come. He struggled up the road with his donkey-cart, his powerful hand gripping the shaft to hasten the steps of the slow brute, his strong limbs bent to the hill, his head down at the work. By the end of the week a pile of grey-blue stones was heaped up on the crest of the hill. The walls of the fields had been broken down to make a carway. Late into the night when the donkey had been fed and tethered the neighbours would see Martin Cosgrave moving about the pile of grey-blue stones, sorting and picking, arranging in little groups to have ready to his hands. "A house he is going to put up on the hill," they would say, lost in wonder.

The spring came and with it all the strenuous work on the land. But Martin Cosgrave went on with the building. The neighbours shook their heads at the sight of neglect that was gathering about his holding. The neighbours said it was lying in the face of Providence when Martin Cosgrave weaned all the lambs from the ewe one day, long before their time, and sold them at the fair to the first bidder that came his way. Martin Cosgrave did so because he wanted money and was in a hurry to get back to his building.

"What call has a man to be destroying himself like that?" the neighbours asked each other.

Martin Cosgrave knew what the neighbours were saying about him. But what did he care? What thought had any of them for the heart of a builder? What did any of them know beyond putting a spade in the clay and waiting for the seasons to send up growing things from the seed they scattered with their hands? What did they know about the feel of the rough stone in the hand and the shaping of it to fit into the building, the building which day after day you saw rising up from the ground by the skill of your hand and the art of your mind? What could they in Kilbeg know of the ship that would plough the ocean in the harvest bearing Rose Dempsey home to him? For all their ploughing and their sowing what of a place had any of them led a woman into? They might talk away. The joy of the builder was his. The beech trees that made music all day beside the building he was putting up to the sight of all the world had more understanding of him than all the people of the Parish.

Martin Cosgrave had no help. He kept to his work from such an early hour in the morning until such a late hour of the night that the people marvelled at his endurance. But as the work went on the people would talk about Martin Cosgrave's building in the fields and tell strangers of it at the markets. They said that the like of it had never been seen in the countryside. It was to be "full of little turrets and the finest of fancy porches and a regular sight of bulging windows." One day that Martin Cosgrave heard a neighbour speaking about the "bulging windows" he laughed a half-bitter, half-mocking laugh. "Tell them," he said, "that they are cut-stone tracery windows to fit in with the carved doors." These cut-stone windows and carved doors cost Martin Cosgrave such a length of time they provoked the patience of the people. Out of big slabs of stone he had worked them and sometimes he would ask the neighbours to give him a hand in the shifting of these slabs. But he was quick to resent any interference. One day a stone-cutter from the quarry went up on the scaffold, and when Martin Cosgrave saw him he went white to the lips and cursed so bitterly that those standing about walked away.

When the shell of the building had been finished Martin Cosgrave hired a carpenter to do all the woodwork. The woodwork cost money. Martin Cosgrave did not hesitate. He sold some of his sheep, sold them hurriedly and as all men who sell their sheep hurriedly he sold them badly. When the carpenter had been finish the roofing cost more money. One day the neighbours discovered that all the sheep had been sold. "He's beggared now," they said.

(Continued on Page 7.)

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## THE BUILDING

SEUMAS O'KELLY

(Continued from Page 6.)

The farmer who turned the sod a few fields away laboured in the damp atmosphere of growing things, his mind filled with barns. He shook his head at sight of Martin Cosgrave above on the hill bent all day over hard stones; whenever he looked up he only caught the glint of a trowel or heard the harsh grind of a chisel. But Martin Cosgrave took no stock of the men tending the soil beneath him. Whenever his eyes travelled down the hillside he only saw the flock of crows that hung over the head of the digger. The study of the veins of limestone that he turned in his hands, the slow moulding of the crude shapes to their place in the building, the rhythm and swing of the mallet in his arm, the zest with which he felt the impact of the chisel on the stone, the ring of forging steel, the consciousness of mastery over the work that lay to his hands—these were the things that seemed to him to give life a purpose and man a destiny. He would whistle a tune as he mixed the mortar with the broad shovel, for it gave him a feeling of the knitting of the building with the ages. He smiled the farmer who looked helplessly upon his corn as it was beaten to the ground by the first storm that blew from the sea; he was upon a work that would withstand the storms of centuries. The scent of lime and mortar greeted his nostrils. When he moved about the splinters crunched under his feet. Everything around him was hard and stubborn, but he was the master of it all. In his dreams in the night he would reach out his hands for the feel of the hard stone, a burning desire in his breast to put it into shape, to give it nobility in the scheme of a building.

It was while Martin Cosgrave walked through the building that Ellen Kennedy came to him with the second letter from America. The carpenter was hammering at something below. The letter said that Rose Dempsey and her sister, Sheila, would be home in the late harvest. "With all I saw since I felt Kilbeg," Rose Dempsey wrote, "I never saw one I thought as much of as Martin Cosgrave." When Ellen Kennedy left him, Martin Cosgrave stood very quietly looking through the cut-stone tracery window. The beech trees were swaying slowly outside. Their music was in his ears.

Then he remembered that he was standing in the room where he would take Rose Dempsey to his breast. They would be shut in here from the world. It was here he would tell her of all the bitter things he had looked up in his heart when she had gone away from him. It was here he would take her again in the arms that had raised the building that would be about them. It was here he would tell her of the day of resurrection, when all the bitter thoughts had burst into flower at the few words that told of her return. It was that day of great tumult within him that thought of the building had come into his mind.

When Martin Cosgrave walked out of the room he was pale with anticipation of the things to come. The carpenter and a neighbour boy were arguing about something at the foot of the stairs.

"It's too steep, I'm telling you," the boy was saying.

"What do you know about it?" the carpenter demanded.

"I know this much about it," the other persisted, "that if a little child came running down that stair he'd be apt to fall and break his neck."

Then the two men went out, still arguing.

Martin Cosgrave sat down on one of the steps of the stairs. A child running down the steps! His child! A child-bearing name! He would be prattling about the building. He would run across that landing, swaying and tottering. His little voice would fill the building. Arms would be reaching out to him. They would be the soft white arms of Rose Dempsey, or maybe, they would be the arms that raised up the building—his own strong arms. Or it might be that he would be carrying down the child and handing him over the rails into the outspread arms of Rose Dempsey. She would be reaching out for the child with the newly kindled light of motherhood in her eyes, the passion of a young mother in her welcoming voice. A child with his very name—a child that would grow up to be a man and hand down the name to another, and so on during the generations. And with the name would go down the building, the building that would endure, that would live, that was immortal. Did it all come to him as a sudden revelation, springing from the idle talk of a neighbour boy brought up to think from one season to another? Or was it the same thing that was behind the forces that had fired him while he had worked at the building? Had it not all come into his life the evening he stood among his fields with his eyes on the crest of the hill.

Al, there had been a great building surely, a building standing up on the hill, a great, a splendid building raised up to the sight of all the world, and with it a greater building, a building raised up from the sight of all men, the building of a name, the moulding of hearts that would beat while Time was, a building of immortal souls, a building into which God would breathe His breath, a building which would be heard of in Heaven, among the angels, through all the eternities, a building living on when all the light was gone out of the sun, when oceans were as if they had never been, a name, a building, living when the story of all the worlds and all the generations would be held written upon a scroll in the lap of God.

The neighbours were more awed than shocked at the change they saw increasing in Martin Cosgrave. He had grown paler and thinner, but his eyes were more tense, had in them, some of the neighbours said, the colour of the limestone. He was more and more removed from the old life. He walked his fields without seeing the things that made up the old companionship. His whole attitude was one of detachment and aloofness from everything that did not savour of the grind and crunch of stone, the ring of steel on the walls of a building. He only talked rationally when the neighbours spoke to him of the building. They had heard that he had gone to the money-lender, and mortgaged every perch of his land. "It was easy to know how work of the like would end," they said. One day a stranger was driving by on his car and when he saw the building he got down, walked up the hill and made a long study of it. On his way down he met Martin Cosgrave.

"Who built the house on the hill?" he asked.

"A simple man in the neighbourhood," Martin Cosgrave made answer, after a little pause.

"A simple man!" the stranger exclaimed, looking at Martin Cosgrave with some disapproval. "Why the man is an artist, a poet; a poet to the finger tips. He has put up a—a lyric—in stone on that hill."

The stranger hesitated before he hit on the word lyric. He got up on his car and drove away muttering something under his breath.

Martin Cosgrave could have run up the hill and shouted. He could have called all the neighbours together and told them of the strange man who had called him an artist, a poet, a poet who had put up a lyric in stone on the hill.

But he did none of these things. He had work waiting to his hand. A hunger was upon him to feel his pulse beating to the throbs of steel on stone. From the road he made a sweep of a drive up to the building. The neighbours looked open-mouthed at the work for the days it went on. "Well, that finishes Martin Cosgrave anyway," they said.

Martin Cosgrave rushed the making of the drive; he took all the help he could get. The boys would come up after their day's work and give him a hand. While they worked he was busy with his chisel upon the boulders of limestone which he had set up on either side of the entrance gate. Once more he felt the glamour of life—the impact of forging steel on stone was thrilling through his arms, the stone was being moulded to the direction of his exulting mind.

When he had finished with the boulders at the entrance gate the people marvelled. The gate had a glory of its own, and yet it was connected with the scheme of the building on the hill palpably enough for even their slow minds to grasp it. When the people looked upon it they forgot to make complaint of the good land that was given to ruin. One of them had expressed too general vague sentiment when he said, "Well, the kite has got its tail."

In the late harvest Martin Cosgrave carried up all the little sticks of furniture from his cabin and put it in the building. Then he sent for Ellen Kennedy. When the woman came she looked about the place in amazement. "Well, of all the sights in the world!" she exclaimed. Martin Cosgrave was irritated at the woman's attitude.

"We'll have to make the best of it," he said, referring to the furniture. "I will be marrying Rose Dempsey in the town the day after she lands."

"Rose Dempsey would never like the suddenness of that," her aunt protested. "She can be staying with me and marrying from my house."

"I saw the Priest about it," Martin Cosgrave said impatiently. "I will have my way, Ellen Kennedy. Rose Dempsey will come up to Kilbeg my wife. We will come in the gate together, we will walk into the building together. I will have my way."

Martin Cosgrave spoke of having his way in the impassioned voice of the fanatic, and of his home-coming with his bride in the half-dreamy voice of the visionary.

(Continued on Page 8.)

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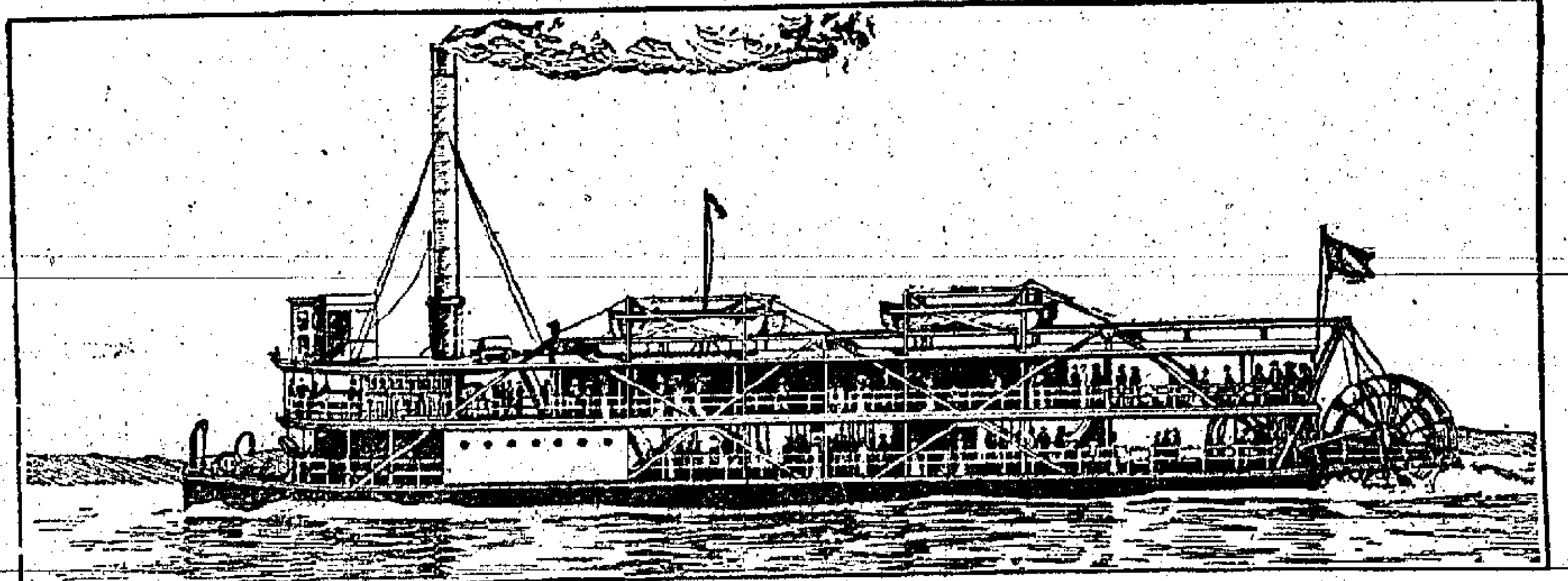
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## YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

746-3.







# "THE BIG 4" of the PACIFIC MAIL S.S. CO.

<b>MONGOLIA</b> 27,000 tons, twin screws.	<b>COMFORT.</b>	From HONGKONG calling at SHANGHAI, NAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.		KOBE (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO-
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	<b>SPEED.</b>	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELING BY TRAIN BETWEEN KOBE AND YOKOHAMA, FREE OF CHARGE.

## SOME FEATURES OF SERVICE.

**Lights and Fans** Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.

**Swimming Tank** Is installed on deck for salt water plunge. Bathing suits on board.

**Band** Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

**Cuisine** The Cuisine is under the direct supervision of one of the World's most famous caterers.

**Games and Amusements** Deck Games, such as Quizzes, Shuffle-board and all kind of gymnastics sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

**Wireless and Submarine Signal Service** The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.

**Bilge Keels** Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

**The Cost:** is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is 245. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

**LET US PLAN AN ITINERARY FOR YOU.**  
KING'S BUILDING (opposite Blake Pier).  
FRED J. HALTON, AGENT.  
Panama-Pacific International Exposition—San Francisco—1915.

# THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.,

SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
"OCKLEY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780, King's Building, Prince Central.

# NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING—

S.S. "SCHUYLKILL" (A. and O. Line) ... On 30th December.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

# AFRICAN LINES.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest-Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" ... 3,000 tons ... Middle of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: ... FROM COLOMBO: ...

21st Dec. Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

[42-43-44]

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 7th DECEMBER, 1912.

8 a.m. "HONAM." 8 a.m. "FATSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

SUNDAY, 8th DECEMBER, 1912.

10 p.m. "KINSHAN." 4 p.m. "FATSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 8th DECEMBER.

The Company's Steamship "HEUNGSHAN" Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 6 p.m. N.B.—There will be no sailings on Sunday, from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "WANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 6 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

# SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

## WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily bath, bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

# WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourist Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots, New lands, cities and scenes—Journey of miles through the gorgeous scenery of the Sierras—Fleeting River Canoes—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 525.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

775

# AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.) MONTHLY FAST DIRECT SERVICE TO TRIESTE, via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID. S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 p.m. S.S. "KOERBEER," 9,900 tons, will leave as above on 19th Jan., at 5 p.m. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class. ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "KOERBEER," 9,900 tons, will leave as above on 5th January, at D'light. Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class. Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy. MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

S.S. "PERSEA," 12,500 tons, will leave as above about 31st December. S.S. "VOEWARTS," 12,900 tons, will leave as above about 1st Feb. TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "VOEWARTS," 12,900 tons, will leave as above about 30th Dec.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents, [155]

Hongkong, 5th December, 1912. Prince's Building.

# SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION (STEAMERS) TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... On 11th Dec.

KOBE and MOJI "CANTON" ... 6,500 ... On 15th Jan.

COPENHAGEN and "CANTON" ... 6,500 ... On 15th Jan.

BALTIC PORTS ... 6,500 ... On 15th Jan.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

40]

## CHURCH SERVICES.

CHRISTIAN SCIENCE SERVICES, MacDonnell

Real, Sunday, 11.15 a.m., and Wednesday,

5.30 p.m.

UNION CHURCH, Kennedy Road, Preacher,

Rev. C. H. Hocking, 11 a.m. Worship, Hymns

109, 105, 312 and 197; Chant 7. Anthem,

Subject, "Character—final issue." 4 p.m.,

Service for Children and Friends, 6 p.m.,

Worship, Hymns 3-8, 297, 314, 311, and 306.

Subject, "The Last Four Things." 7 p.m.,

Address to men only, "Is Immortality

natural?"

St. John's Cathedral, Hongkong, 7th

December, 2nd Sunday in Advent. Holy

Communion (8.15 a.m.), Matins (11 a.m.) Responses,

Ferial; Venite, Hymns; Psalms, of the 8th

morning (11); Benedictus, Hopkins, Elvey,

531, and 52. Benediction (8.45 p.m.), (Full Choir)

Response, Ferial; Psalms, of the 8th evening

(11); Magnificat, and Nunc Dimittis, Stainer

in E-flat; Anthem, "In this dread hour if with

your whole heart." Spoke. Hymns, 222 and

51. Sevenfold Amen, N.B.—Psalms 41, verses

3, 4, 7, 8, and 13 in unison; Psalm 42, verses

1, 6, 7, 14 and 15 in unison; Psalm 43, verses 3

4 and 6. P. in unison; Hymn 31, verses 1

and 4 in unison. Organ Recital on Tuesday

next, at 5.30 p.m.

## HONGKONG TIDE TABLE.

From 7th to 15th December, 1912.

HIGH WATER. LOW WATER.

Days of Week. Days of Month. H'kong. Mean Time. Height. H'kong. Mean Time. Height.

Satur. 7 h. m. ft. in. h. m. ft. in.

Sun. 8 7 59 5 1 2 28 5 1 7

Mon. 9 8 29 4 8 3 15 4 0 3

Tues. 10 9 59 4 4 2 32 3 9

Wed. 11 10 29 4 0 2 43 3 9

Thurs. 12 11 59 3 52 3 14 4 0

Fri. 13 12 29 3 41 3 3 4 1

No infer. high. 11 3 a. 7 2 nor low water

## WEATHER REPORT.

On the 6th at 10.35 a.m.—The anti-cyclone

is now central in the neighbourhood of

Vladivostok.

Pressure has decreased moderately over

central and South Japan, and increased

moderately over the Philippines. It is stationary

along the South Coast of China.

The approximate position of the typhoon at

6 a.m. this morning was latitude 18 deg. N.

and longitude 123 deg. E., moving N.N.E.

Moderate monsoon is indicated along the E.

coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at

10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon

to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel ... N. gale, moderating.

South coast of China between the same as

Hongkong and Liancocks. No. 1.

South coast of China between the same as

Hongkong and Hainan. No. 1.

N.E. and N. winds, moderate; fine.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 6th

Previous On Date On Date

at 2 p.m. at 6 a.m. at 2 p.m.

Barometer ... 30.09 30.15 30.12

Temperature ... 68 60 70

Humidity ... 56 81 53

Wind Direction ... West

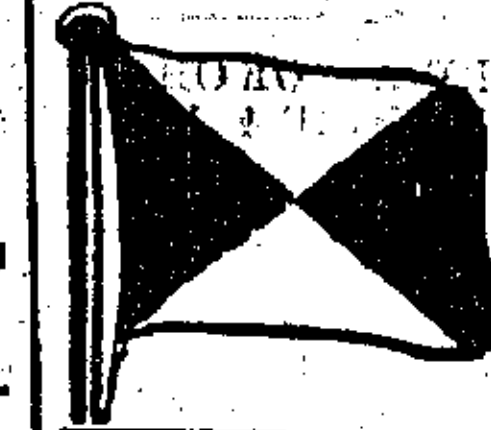
Force ... 1 0 0

Weather ... b b b

Rain ... — — —

Highest open air Temperature on 5th ... 70

Lowest open air Temperature on 5th ... 53



# PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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ZAFIRO ... 4000 Cross ... Manila, Mangarin, On 7th Dec., 4 p.m.

RUBI ... 4000 J. Miller ... Manila, Mangarin, On 17th Dec., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers

Hongkong, 28th November, 1912. PHILIPPINES S.S. Co. [17]

# BRITISH INDIA S. N. CO., LTD.

## A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

## EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 10th Dec., at Noon.

## WESTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Aeddon, will be despatched for SINGAPORE, PENANG, HANGONG and CALCUTTA on 8th Dec. The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to—



## SHIPPING

## ARRIVALS

ANHUI, British str., 6th December—Canton.

BRECKENRICH, British str., 2,679, G. Mo-Millan, 5th December—Singapore.

27th November, General—Gibb, Livingston & Co.

CALEDONIAN, French str., 4,129, Eschenauer, 6th December—Saigon 2nd December, General—Messageries Maritimes.

DAGNY, Norwegian str., 6th December—Canton.

DEVANHA, British str., 4,785, W. R. Hickey, 6th December—Shanghai 3rd December, Mails and General—P. & O. S. N. Co.

FUKU MARU, Japanese str., 3,087, C. Tomimaka, 6th December—Mitsui Bussan Kaisha.

H. L. M. S. British str., 614, J. W. Evans, 6th December—Swatow 5th December, General—Douglas, Lapraik & Co.

LONG DRAKE, British str., 2,401, W. H. Fellows, 6th December—Manila 2nd December, General—Bank Line, Ltd.

NINGPO, British str., 1,329, Pickard, 6th December—Swatow 5th December, General—Butterfield & Swire.

KASHING, British str., 6th December—Canton.

KAMAKURA MARU, Japanese str., 3,789, T. Hori, 6th December—Bongbay 17th November, General—Nippon Yusen Kaisha.

P. TING, British str., 1,078, Barkers, 6th December—Touane 3rd December, Coal—Butterfield & Swire.

PITANGLUK, German str., 1,287, D. Reimers, 6th December—Bangkok 25th November, Rice—Butterfield & Swire.

SHANGHAI, British str., 6th December—Canton.

Too Sui, Chinese str., 981, Markinson, 5th December—Tamsui 27th November, Camphor—Mitsui Bussan Kaisha.

TROAS, British str., 2,790, E. Laidman, 5th December—Singapore 27th November, Bulk Oil—Asiatic Petroleum Co.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

December 6th.

CALENDONIAN, British str., for Nagasaki.

CALEDONIAN, French str., for Yokohama.

DAGNY, Norwegian str., for Hongkong.

DEVANHA, British str., for London.

KASHING, British str., for Shanghai.

KAMAKURA MARU, Japanese str., for S'hai.

MONMOUTHSHIRE, British str., for Y'ham.

PAOTING, British str., for Shanghai.

SHANGHAI, British str., for Shanghai.

TROAS, British str., for Shanghai.

## DEPARTURES

December 6th.

ARI MARU, Japanese str., for Yokohama.

AFRICA, Austrian str., for Shanghai.

CHOYANG, British str., for Canton.

DAITO MARU, Japanese str., for Canton.

HAICHING, British str., for Swatow.

HANGSHOW, British str., for Chefoo.

HANGSANG, British str., for Shanghai.

HIMALAYA, British str., for Shanghai.

HONGKONG, French str., for Haiphong.

HUICHOW, British str., for Canton.

SANDON HALL, British str., for Singapore.

SIAM, British str., for Port Court.

TRIUMPH, British str., for Haiphong.

WONGKAI, German str., for Singapore.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* is due at Hongkong on the 7th December, between 6 and 8 a.m.

The T.K.K. str. *Chiyo Maru* left Kobe on the 5th December, and is due in Hongkong via Manila on the 14th December.

The P.M. str. *Nile*, with the American mail, left San Francisco for this port via Honolulu, the usual Japan ports, Shanghai and Manila on the 23rd November.

The P.M. str. *Mongolia*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Manila on the 30th November.

The T.K.K. str. *Nippon Maru* leaves San Francisco for Hongkong via usual ports on the 7th December, and may be expected here on the 3rd January.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 2nd December, for Timor, Manila and this port.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 16th November, at 11 a.m., and may be expected here on or about the 9th December.

The N.Y.K. str. *Yawata Maru* (Austrian Line) left Sydney for this port on the 27th November, and is expected here on the 16th December.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 28th November, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Kiel*, carrying the German mails with date from Berlin of the 13th November, left Colombo on the 1st December, p.m., and may be expected here on or about 12th December.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Chipshing*, from Tientsin, is due in Hongkong 7th December.

*Kamsang*, from Calcutta, is due in Hongkong 17th December.

*Yaching*, from Moji, is due in Hongkong 16th December.

*Hopang*, from Java, is due in Hongkong 11th December.

*Kawsang*, from Stagen, is due in Hongkong 7th December.

*Kutsang*, from Singapore, is due in Hongkong 10th December.

SHIRE LINE, LIMITED.

*Pembroke*, from London, is due in Hongkong 13th December.

INDIA LINE.

*Indramayo*, from New York, is due in Hongkong 23rd December.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

*Okara*, from Singapore, is due in Hongkong 7th December.

*Upada*, from Rangoon, is due in Hongkong 15th December.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring near Kowloon are marked "L" nearest Hongkong "H" midway between Hongkong and Kowloon "M" and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## 1. From Green Island to the Harbour Master's

## 2. From Harbour Master's to Blake Pier

## 3. From Blake Pier to Naval Yard

## 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 11th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	BRANIBL	Ger. str.	—	—	JARDINE, MATHESON & CO., LD.	On 28th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	PURIST BULLOW	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 9th Jan.
HAYRE BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 23rd Jan.
HAYRE BREMEN & HAMBURG, &c.	ALBERTA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 16th inst.
HAYRE & HAMBURG, &c.	SAMBA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 11th Jan.
MARSEILLES, HAYRE & HAMBURG, &c.	SEGOVIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 18th inst., at D'light.
VICTORIA, B.C. & TACOMA via KEHLUNG, &c.	CANADA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 19th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	OKLEY	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at 2 p.m.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON	TACOMA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 17th inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	PRINCESS ALICE	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 25th inst., at 2 p.m.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	AFRICA	Aut. str.	—	—	HAMBURG-AMERICA LINE	On 11th inst., at Noon.
NEW YORK	PERIA	Aut. str.	—	—	HAMBURG-AMERICA LINE	On 19th inst., at 10 a.m.
NEW YORK via SUEZ CANAL	CHEROL	Aut. str.	—	—	HAMBURG-AMERICA LINE	About 31st inst.
BOSTON & NEW YORK	SCOTLAND	Aut. str.	—	—	HAMBURG-AMERICA LINE	About 14th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	SWAHI	Aut. str.	—	—	HAMBURG-AMERICA LINE	On 30th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	ROSEMONT CASTLE	Brit. str.	—	—	HAMBURG-AMERICA LINE	About 9th Jan.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGLE	Brit. str.	—	—	HAMBURG-AMERICA LINE	About 19th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 14th inst., at 7 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Aut. str.	—	—	HAMBURG-AMERICA LINE	On 11th Jan., at 7 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MANOVARA	Aut. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at 1 p.m.
COPENHAGEN & BALTIC PORTS	CHAO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 17th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	CANTON	Swed. str.	—	—	HAMBURG-AMERICA LINE	On 21st inst., at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 15th Jan.
AUSTRALIAN PORTS via MANILA	KYUNO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
CAPEPORTS via MAURITIUS, &c.	PRINZ WALDEMAR	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 20th inst., at Noon.
MEXICO, PERUVIAN & CHILEAN via JAPAN	CHANGSHA	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 28th inst., at 9 a.m.
YOKOHAMA & KORE via SHANGHAI, &c.	DUNDEE	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 4th Jan., at Noon.
KORE & YOKOHAMA	ORADA	Aut. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at D'light.
KORE & YOKOHAMA	VORWARTS	Aut. str.	—	—	HAMBURG-AMERICA LINE	About 30th inst.
KORE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	—	HAMBURG-AMERICA LINE	About 10th inst.
KORE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 19th inst., at D'light.
NAGASAKI, KORE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 18th inst., at Noon.
JAPAN	TJIMANORU	Dut. str.	—	—	HAMBURG-AMERICA LINE	Quick despatch.
TSINGTAU, CHEFOO & CHINWANTAO	CHONGSHING	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at D'light.
SHANGHAI, KORE & YOKOHAMA	ANHUI	Brit. str.	—	—	HAMBURG-AMERICA LINE	To-day, at Midnight.
SHANGHAI, KORE & YOKOHAMA	SAMBA	Ger. str.	—	—	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, KORE & YOKOHAMA	CHRYLON MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 9th inst.
SHANGHAI, KORE & MOJI	GEORGEY APGAR	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	CHOYANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at 3 p.m.
SHANGHAI, KORE & YOKOHAMA	PEMBROKESHIRE	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	FEBA	Swed. str.	—	—	HAMBURG-AMERICA LINE	About 10th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	CANTON	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 12th inst., at 4 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	CHEN	Brit. str.	—	—	HAMBURG-AMERICA LINE	About 12th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	NOVARA	Ger. str.	—	—	HAMBURG-AMERICA LINE	About 12th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	KUTSANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 13th inst., at D'light.
SHANGHAI, MOJI, KORE & YOKOHAMA	LIYAN	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 14th inst., at M'night.
SHANGHAI, MOJI, KORE & YOKOHAMA	RANGON MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	About 19th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	DELTA	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 5th Jan., at D'light.
SHANGHAI, MOJI, KORE & YOKOHAMA	KOEBER	Aut. str.	—	—	HAMBURG-AMERICA LINE	Quick despatch.
SHANGHAI, MOJI, KORE & YOKOHAMA	TJININ	Dut. str.	—	—	HAMBURG-AMERICA LINE	On 13th inst., at 10 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	KANJO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 13th inst., at 8 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	SOBYU MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	To-morrow, at 10 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	DAIJIN MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	To-morrow, at 10 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	HAIMUN	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at 11 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	HAITAN	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 13th inst., at 11 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	LAUNCHING	Brit. str.	—	—	HAMBURG-AMERICA LINE	To-day, at 2 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	CHANGANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at 4 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	KAIPONG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 14th inst., at 2 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	LOONGSANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 17th inst., at 4 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	ROBI	Am. str.	—	—	HAMBURG-AMERICA LINE	Quick despatch.
SHANGHAI, MOJI, KORE & YOKOHAMA	TJILIWONG	Dut. str.	—	—	HAMBURG-AMERICA LINE	To-day, at 5 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	ISCHIA	Ital. str.	—	—	HAMBURG-AMERICA LINE	On 9th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	TOTOMI MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, MOJI, KORE & YOKOHAMA	JAPAN	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 14th inst.
SHANGHAI, MOJI, KORE & YOKOHAMA	KIRIN MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 19th inst., at Noon.
SHANGHAI, MOJI, KORE & YOKOHAMA	YATSHING	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 10th inst., at 4 p.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	MAUSANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 18th inst., at 9 a.m.
SHANGHAI, MOJI, KORE & YOKOHAMA	SINGAN	Brit. str.	—	—	HAMBURG-AMERICA LINE	
SHANGHAI, MOJI, KORE & YOKOHAMA	SI-KIANG	Fren. str.	—	—	HAMBURG-AMERICA LINE	

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KORE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKOHAMA and KORE on the 10th Dec., at D'light, to be followed on the 16th Dec. by the S.S. "UPADA," taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.  
Hongkong, 7th December, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
MANILA	"YUENANG"	Saturday, 7th Dec., 2 p.m.
TSINGTAU, CHEFOO & CHINWANTAO	"CHEONGSHING"	Tuesday, 10th Dec., D'light.
SHANGHAI	"CHOYANG"	Tuesday, 10th Dec., 3 p.m.
SHANGHAI, KORE AND MOJI	"KUTSANG"	Friday, 13th Dec., D'light.
MANILA	"LOONGSANG"	Saturday, 14th Dec., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Wednesday, 18th Dec., Noon.
SANDAKAN	"MAUSANG"	Thursday, 19th Dec., 4 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Daluy, Weihaiwei, Lintang and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Urukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Hongkong 7th December, 1912

GENERAL MANAGERS.

## THE ROYAL MAIL STEAM

## PACKET COMPANY.

## "SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STRAMERS	DATE OF DEPARTURE
SHANGHAI, KORE & YOKOHAMA	"PEMBROKESHIRE"	On 10th Dec.
LONDON & ANTWERP	"DENBIGHSHIRE"	On 28th Dec.
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 24th Jan.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Hongkong, 2nd November, 1912.

AGENTS.

## CANADIAN PACIFIC ROYAL MAIL

## STEAMSHIP LINE.

## VIA VANCOUVER

## THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong.	From St. John.
"MONTAGLE" Sat. 14th Dec.	"EMPERESS OF BRITAIN" Fri. 10th Jan.
"EMPERESS OF INDIA" Sat. 11th Jan.	"EMPERESS OF IRELAND" Fri. 7th Feb.
"EMPERESS OF JAPAN" Sat. 5th Feb.	"EMPERESS OF IRELAND" Fri. 7th Mar.
"MONTAGLE" Sat. 8th Mar.	"EMPERESS OF IRELAND" Fri. 4th Apr.

Steamships leave HONGKONG at 7 a.m.

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at ST. JOHN, N.B. with the Company's Atlantic "EMPERESS" Steamships.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10

Intermediate Steamship) "Montague" "243" "245."

First-Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

P.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates.

Standing superior accommodation for that class.

Passengers booked through to all points and around the world.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CHADDUCK, General Traffic Agent for China, Corner Pader Street and Prava connects Blake Pier.

## RUSSIAN VOLUNTEER FLEET.

THE STEAMERS OF THE RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as—

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamohatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

The S.S. "VLADIMIR," 5,620 R.E., Commander Kamohansky, bound for Nagasaki and Vladivostok, is expected to arrive in Hongkong about the 16th December.

The S.S. "KOURSK," 6,400 R.T., Commander Padalka, homeward bound, is expected to arrive in Hongkong about the 13th day of December 1912.

The S.S. "EKATERINOSLAV," 6,581 R.T., Commander Tideman, homeward bound, is expected to arrive in Hongkong about the beginning of January, 1913.

For Freight, Passage and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF, AGENT, Hotel Mansion, 3rd Floor, Telephone No. 1224.

Hongkong, 4th December, 1912

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BAHAMAS, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mails,



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 7th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PERA Capt. S. Finch, R.N.E.	About 10th Dec.	Freight only.
	NOVABA Capt. H.R. Hetherington, R.N.E.	About 12th Dec.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. H. Powell	About 11th Dec.	Freight and Passage.
SHANGHAI	DELTA Capt. E. P. Martin, R.N.E.	About 19th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.  
For further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 7th December, 1912.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"ANHUI"	On 7th Dec, M'night	
HAIPHONG	"SINGAN"	On 10th Dec, 10 A.M.	
MANILA, CEBU and ILOILO	"KAIFONG"	On 10th Dec, 4 P.M.	
SHANGHAI	"CHENAN"	On 12th Dec, 4 P.M.	
SHANGHAI	"LINAN"	On 14th Dec, M'night	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"  
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, etc.  
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation,  
Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,  
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through  
Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY  
Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
HONGKONG, 7th December, 1912. TELEPHONE 36. AGENTS 18

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SAMBIA	8th Dec.
S.S. ARMENIA	17th Dec.
S.S. ALTMARK	27th Dec.
S.S. SILESIA	14th Jan.
S.S. O. J. D. AHLERS	26th Jan.
S.S. SUEVIA	10th Feb.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 7th December, 1912.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Bosch	TUESDAY, 10th Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 13th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 17th Dec., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 8th Dec., at 10 A.M.
		WEDNESDAY, 11th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 7th December 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	13th Dec.	On 13th Dec, Noon.
ST. ALBANS		On 4th Jan, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.  
For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.



# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU."

INTERMEDIATE STEAMER.  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	SATURDAY, 21st Dec., NOON.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA  
T. SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on  
SATURDAY, the 21st December, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO  
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS!

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU,  
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS  
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the  
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

# COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

FORTNIGHTLY.

FAST LINE.

in 53 hours.

"SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for  
KWANG CHOW WANG and HAIPHONG,  
on WEDNESDAY, the 18th Dec., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

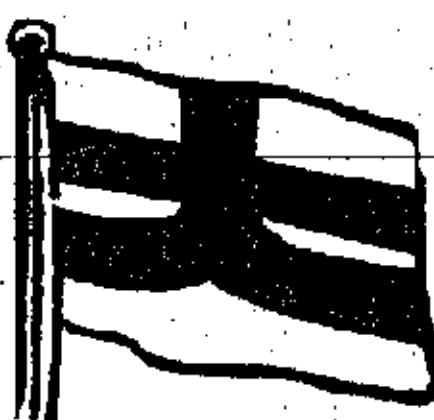
(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.



FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Kamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	T. Kamao	SATURDAY, 4th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saite	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	
"CHICAGO MARU"	I. Goto	

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA  
Calling at SHANGHAI, MOJI, " " " "  
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.  
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for  
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 18th Dec., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 8th Dec., at 10 A.M.
"DAIGI MARU"	Y. Nomokawa	SUNDAY, 15th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 13th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	SUNDAY, 8th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First  
and Second Class Passengers and are fitted with Electric Light and Fans.  
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour  
Office, Praya Central).

778-7

S. HIROI,

MANAGER  
Second Floor, No. 1, Queen's Building.

# PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
INDIA	January 18	MOOLTAN	Feb. 15	Feb. 21
ASSAYE	February 1	MALAJA	Mar. 1	Mar. 7
HIMALAYA	February 15	MOREA	Mar. 15	Mar. 21
DEVANHA	March 1	MARMORA	Mar. 29	Apr. 4
DELTA	March 15	MEDINA	Apr. 12	Apr. 18
INDIA	March 29	Through Steamer	Apr. 26	May 2
ASSAYE	April 12	MONGOLIA	May 10	May 16
DEVANHA	April 26	MACEONIA	May 24	May 30
CHINA	May 10	MALWA	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to  
the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.3 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

## LONDON

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	TANGO MARU Capt. K. Kawara	13,500	WEDNESDAY, 18th Dec., at Daylight.
	KAMO MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 1st Jan., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. H. Shimizu	12,500	TUESDAY, 31st Dec., at Noon.
	SADO MARU Capt. Asakawa	12,500	TUESDAY, 14th Jan., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 30th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 15th Jan., at Noon.
CALCUTTA via SINGAPORE PENANG & RANGOON	KIRIN MARU Capt. M. Deguchi	5,000	SATURDAY, 14th Dec.
BOMBAY via SINGAPORE, and COLOMBO	TOTOMI MARU Capt.	5,000	MONDAY, 9th Dec.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	16,000	THURSDAY, 19th Dec., at Daylight.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita	17,000	WEDNESDAY, 19th Dec.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 18th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Tozawa	12,000	MONDAY, 9th Dec.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

## 1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG.
MISHIMA MARU	16,000	...	29th January
KAGA	12,500	...	12th February
ATSUTA	16,000	...	26th February
HITACHI	13,000	...	12th March
MIYASAKI	16,000	...	26th March
KITANO	16,000	...	9th April
ITO	12,500	...	23rd April
HIRANO	16,000	...	7th May
TANGO	13,500	...	21st May

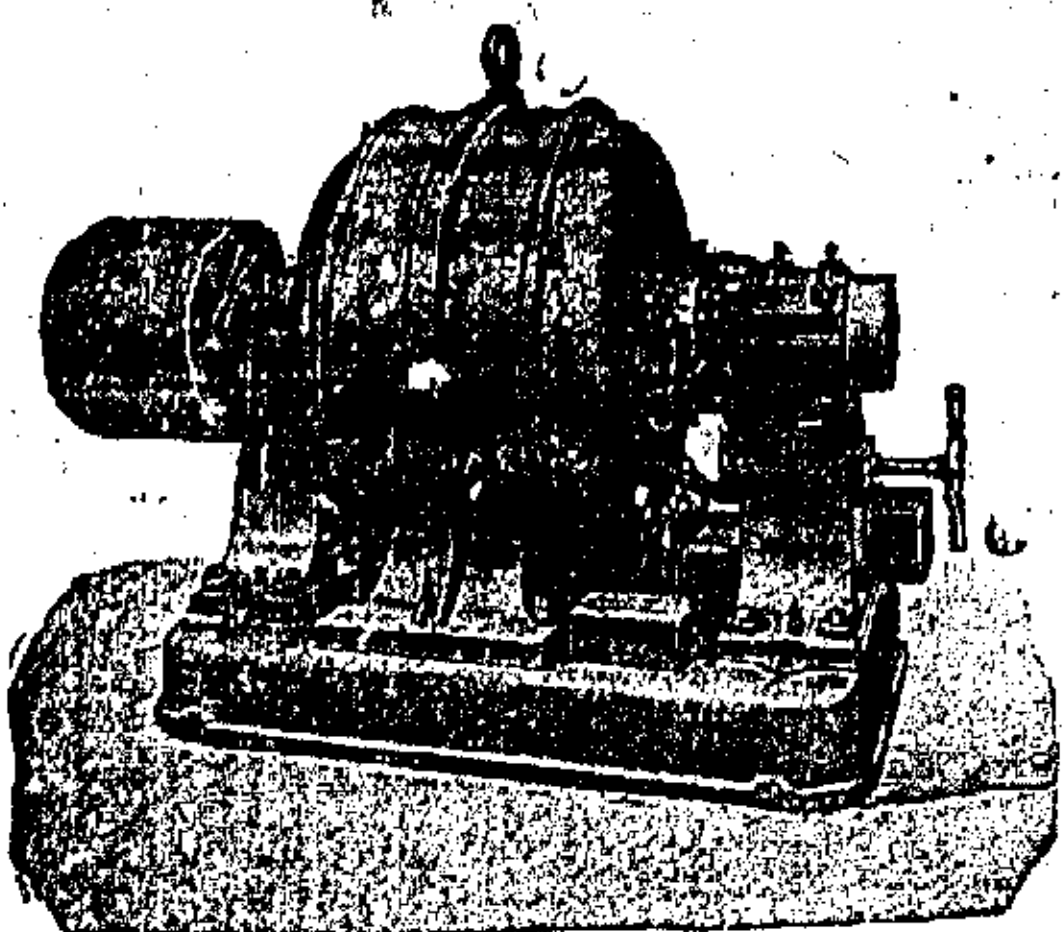
FOR AMERICA.

INABA MARU	12,500	11th February
SHIDZUOKA	12,500	25th February
TAMBA	12,500	11th March
AWA	12,500	25th March
SADO	12,500	4th April
YOKOHAMA	12,500	22nd April
INABA	12,500	6th May
SHIDZUOKA	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to—



## HUGO C. A. FROMM.



ELEKTIZITÄTS  
ACTIENGESellschaft

## Titan

BERGERHOF  
RHLD.

ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

Hongkong, 2nd December, 1912.

[48-5]

## JOS. PANNES &amp; CO.,

KREFELD.

MERCERISED COTTON-YARN,  
ARTIFICIAL SILK.

Hongkong, 2nd December, 1912.

[48-10]

## SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

PET. WILH. KROMMES,  
ELBERFELD.

Hongkong, 2nd December, 1912.

[48-11]

## POST OFFICE NOTICE

The *Asia* is expected to arrive here to-day, with the London Mail (via Siberia) of Saturday, the 15th ultimo.

The *Manchuria*, with the American Mail, is expected to arrive here to-day.

FOR	PER	DATE
Shanghai, North China and Japan via Nagasaki	Monday, 7th, 9.00 A.M.	
Straits, Borneo, Ceylon, Aden, India, Aden, Egypt, and Europe via Suez	Saturday, 7th, 11.00 A.M.	
Western Australia, India, Aden, Egypt, and Europe via Suez	Saturday, 7th, 11.00 A.M.	
(Late Letters, 11.00 to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Philippine Islands	Yusung ... Saturday, 7th, 1.00 P.M.	
Manila	Sui Tai ... Saturday, 7th, 1.15 P.M.	
Shanghai and North China	Zafiro ... Saturday, 7th, 3.00 P.M.	
Japan via Kobe	Kunping ... Saturday, 7th, 4.00 P.M.	
Shanghai and North China	Tymanoek ... Saturday, 7th, 5.00 P.M.	
Swatow, Amoy, and Formosa via Tamsui	Daigun Maru ... Sunday, 8th, 9.00 A.M.	
Swatow	Haimun ... Sunday, 8th, 9.00 A.M.	
Hongkong	Tungshing ... Monday, 9th, 9.00 A.M.	
Batavia, Samarang and Sourabaya	Typhodas ... Monday, 9th, 11.00 A.M.	
Manila	Sui Tai ... Monday, 9th, 1.15 P.M.	
Tsingtau, Chefoo and Chiuwangtao	Chongshing ... Monday, 9th, 5.00 P.M.	
Japan via Yokohama	Okura ... Monday, 9th, 5.00 P.M.	
Haiphong, Pakhoi and Saigon	Singon ... Tuesday, 10th, 9.00 A.M.	
Shanghai, North China, Japan via Kobe	Gregory Spear ... Tuesday, 10th, 10.00 A.M.	
Swatow, Amoy and Foochow	Haitan ... Tuesday, 10th, 10.00 A.M.	
Shanghai, North China Japan via Meiji, Victoria and Tacoma	Canada Maru ... Tuesday, 10th, 11.00 A.M.	
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	China ... Tuesday, 10th, 11.00 A.M.	
Manila	Sui Tai ... Tuesday, 10th, 1.15 P.M.	
Swatow, Shanghai and North China	Chayung ... Tuesday, 10th, 2.00 P.M.	
Philippine Islands	Kaifong ... Tuesday, 10th, 3.00 P.M.	
STRAITS, Borneo, Ceylon, Aden, India, Aden, Egypt, and Europe via Suez	Princess Alice ... Wednesday, 11th, 8.30 A.M.	
Western Australia, India, Aden, Egypt, and Europe via Suez	Princess Alice ... Wednesday, 11th, 8.30 A.M.	
Swatow	Haimun ... Wednesday, 11th, 10.00 A.M.	
Shanghai and North China	Chenau ... Thursday, 12th, 3.00 P.M.	
Shanghai, North China, and Japan via Kobe	Kutsang ... Thursday, 12th, 5.00 P.M.	
Swatow, Amoy and Foochow	Haiyang ... Friday, 13th, 10.00 A.M.	
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Empire ... Friday, 13th, 10.00 A.M.	
SHANGHAI, NORTH CHINA, JAPAN via MOI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Monteagle ... Friday, 13th, 11.00 A.M.	
Philippine Islands	Loongang ... Saturday, 14th, 1.00 P.M.	
Shanghai and North China	Lianan ... Saturday, 14th, 1.00 P.M.	
Swatow, Amoy and Foochow	Hatching ... Saturday, 14th, 10.00 A.M.	
SAIGON, STRAITS, Ceylon, Aden, India, Aden, Egypt, and Europe via Suez	Ernest Simons ... Tuesday, 17th, 10.00 A.M.	
Western Australia, India, Aden, Egypt, and Europe via Suez	Ernest Simons ... Tuesday, 17th, 10.00 A.M.	
Swatow	Haimun ... Wednesday, 18th, 9.00 A.M.	
Shanghai and North China	Chenau ... Thursday, 19th, 3.00 P.M.	
Shanghai, North China, and Japan via Kobe	Kutsang ... Thursday, 19th, 5.00 P.M.	
Swatow, Amoy and Foochow	Haiyang ... Friday, 20th, 10.00 A.M.	
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Empire ... Friday, 20th, 10.00 A.M.	
SHANGHAI, NORTH CHINA, JAPAN via MOI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Monteagle ... Friday, 20th, 11.00 A.M.	
Philippine Islands	Loongang ... Saturday, 21st, 1.00 P.M.	
Shanghai and North China	Lianan ... Saturday, 21st, 1.00 P.M.	
Swatow, Amoy and Foochow	Hatching ... Saturday, 21st, 10.00 A.M.	
SAIGON, STRAITS, Ceylon, Aden, India, Aden, Egypt, and Europe via Suez	Ernest Simons ... Tuesday, 24th, 10.00 A.M.	
Western Australia, India, Aden, Egypt, and Europe via Suez	Ernest Simons ... Tuesday, 24th, 10.00 A.M.	
Swatow	Haimun ... Wednesday, 25th, 9.00 A.M.	
Shanghai and North China	Chenau ... Thursday, 26th, 3.00 P.M.	
Shanghai, North China, and Japan via Kobe	Kutsang ... Thursday, 26th, 5.00 P.M.	
Swatow, Amoy and Foochow	Haiyang ... Friday, 27th, 10.00 A.M.	
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Empire ... Friday, 27th, 10.00 A.M.	
SHANGHAI, NORTH CHINA, JAPAN via MOI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Monteagle ... Friday, 27th, 11.00 A.M.	

LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected WILL MAKE NO REFUND INTO ALLEGED LOSS OF SUCH (Postal Guide 121.)

MAILS FOR CANTON, WUHOW and SHANGHAI are closed on week-days at 7.30 a.m. and at 6 p.m.

MAILS FOR MACAO closed on week-days at 7.15 a.m. and at 1.15 p.m. On Sundays the mail is closed at 8 a.m.

MAILS FOR NANTAO, SUAN, KONGMOON and KAMOHUK are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

## COMMERCIAL

## CLOSING QUOTATIONS

December 6th.

ON LONDON:—  
Telegraphic Transfer ..... 2-1  
Bank Bills, on demand ..... 2-1  
Bank Bills, at 30 days' sight ..... 2-1  
Bank Bills, at 4 months' sight ..... 2-1  
Credits, at 4 months' sight ..... 2-1  
Documentary Bills 4 months' sight ..... 2-1

ON PARIS:—  
Bank Bills, on demand ..... 252  
Credits, at 4 months' sight ..... 252

ON NEW YORK:—  
Bank Bills, on demand ..... 50  
Credits, at 60 days' sight ..... 51

ON BOMBAY:—  
Telegraphic Transfer ..... 154  
Bank, on demand ..... 154

ON CALCUTTA:—  
Telegraphic Transfer ..... 154  
Bank, on demand ..... 154

ON SHANGHAI:—  
Bank, at sight ..... 71  
Private, 30 days' sight ..... 72

ON YOKOHAMA:—  
On demand—Pescos ..... 101  
On demand—Pescos ..... 101

ON MANILA:—  
On demand ..... 88  
On demand ..... 88

ON SINGAPORE:—  
On demand ..... 124  
On demand ..... 124

ON HONGKONG:—  
On demand ..... 73  
On demand ..... 73

ON BANGKOK:—  
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“Embassy”

NO. 77.

VIRGINIA CIGARETTES

ARE TEMPTING.

HAND MADE

W.D. & H.O. WILLS,

BRISTOL & LONDON.

A  
NEW  
SHIPMENT  
IN  
25<sup>s</sup> and 50<sup>s</sup>  
AIR-TIGHT TINS  
HAS  
JUST  
ARRIVED.

[29]

## SHARE LIST—QUOTATIONS.

HONGKONG, 6TH DECEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$812, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$81, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$210
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$9
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 130
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$74, sellers
Dairy Farm Company, Limited	40,000	\$72	all	\$21, sales
DOCK AND WHARVES.—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$30, buyers
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$53, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$64
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 103
Green Island Cement Co., Limited	400,000	\$10	all	\$410, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$24, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, sales
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$71, buyers
Insurance.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$250, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$100, buyers
China Trade Insurance Co., Limited	24,000	\$53.33	\$25	\$103
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$371, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 132, buyers
Union Insurance Society, Limited	12,000	\$250	\$10	\$320, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$20	\$185 @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$840, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$5	\$35, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Masthead Building Co., Limited	25,000	Gds. 10	all	Tls. 74, buyers
Landbouw exploitatie in Langkat				
Mining.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$5
Tronoh Mines, Limited	150,000	\$1	all	\$72
Eswood Tin and Rubber Estate, Ltd.	825,000	\$1	all	\$41, sellers
Baob Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$114
Peak Tramways Co., Limited	50,000	\$10	all	\$1, sales
Philippine Co., Limited	75,000	\$10	all	\$5
RAFFERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$103, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$333
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$31, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$273, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$95, [L] don
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$12
Star Ferry Company, Limited	31,000	\$10	all	\$37, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4
Sze Hai Tong Dispensary, Limited	1,200	\$10	all	\$25
Campbell, Moore & Co., Limited	15,000	\$7	all	\$33, buyers
W. A. Watson & Co., Limited	10,000	\$10	all	\$34, buyers
Watkins, Limited	90,000	\$10	all	\$17, buyers
A. S. Watson & Co., Limited	3,000	\$10	all	\$17, buyers
Weissmann, Limited	50,000	\$10	all	\$6, sales
Gande, Price & Co., Ltd.	50,000	\$10	all	\$30, sellers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$1	\$31, sellers
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
Hongkong Tramway Co., Ltd.	325,000	\$5	all	\$14, sales

## RUBBER IN LONDON

Daily Wire

4/6 per lb. sellers.

Interest. Quotation.

VERNON &amp; SYMTH, Share Brokers

TO-DAY

2.30 P.M.—Auction of Porcelains, Bronzes, &amp;c.

at Sales Rooms, by Messrs. Hughes &amp; Hough.

TO-NIGHT

9.15 P.M.—Bijou Scenic Theatre.

TO-MORROW

3 P.M.—Aviation Meeting at Macao.

FORTHCOMING EVENTS.

Monday, 9th Dec.—

3 P.M.—Auction of Crown Land at Macdon-

nell Road, by Public Works Dept.

Monday, 9th Dec.—

3 P.M.—Auction of Quarry Stone Lots of

Crown Land in the New Territories, by

Public Works Dept.

Friday, 13th Dec.—

9.15 P.M.—A Grand Variety Entertainment—

“The Boatman’s Mate,” at Theatre Royal.

Thursday, 19th Dec.—

9 P.M.—Performance by Local Amateurs of

Oscar Wilde’s “An Ideal Husband,”

at the Theatre Royal.

Saturday, 21st Dec.—

9 P.M.—Performance by Local Amateurs of

Oscar Wilde’s “An Ideal Husband,”

at the Theatre Royal.

## OPIUM.

—9—

October 15th

Malwa New ... \$2,925/2,950 per picul.